



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Philadelphia, PA	<b>Accident Number:</b>	ERA12CA266
<b>Date &amp; Time:</b>	04/02/2012, 1226 EDT	<b>Registration:</b>	N6902L
<b>Aircraft:</b>	PIPER PA-60-602P	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

The pilot was cleared to land on runway 26. The recorded surface wind at the airport around the time of the accident was from 330 to 340 degrees at 14 to 18 knots, gusting to 25 knots; a peak wind gust from 350 degrees at 26 knots was recorded about 7 minutes after the accident. The pilot said that he landed on the left main gear with the right main intermittently touching the ground and tried to lower the right wing to improve wheel-to-runway contact but was unsuccessful because of a wind gust. The airplane swerved off the left side of the runway onto the soft grass area, where the airplane's main landing gear collapsed, and both wings were substantially damaged. The pilot reported no preaccident mechanical malfunctions or failures that would have precluded normal operations.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain directional control while landing in gusting crosswind conditions.

## Findings

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<b>Aircraft</b>	Directional control - Not attained/maintained (Cause)
<b>Personnel issues</b>	Action - Pilot (Cause)
<b>Environmental issues</b>	Gusts - Effect on operation (Cause)

## Factual Information

### History of Flight

Landing-flare/touchdown	Abnormal runway contact
Landing-landing roll	Loss of control on ground (Defining event) Runway excursion

### Pilot Information

Certificate:	Airline Transport; Flight Instructor	Age:	66, Male
Airplane Rating(s):	Multi-engine Land; Multi-engine Sea; Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	Glider	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 With Waivers/Limitations	Last Medical Exam:	02/17/2011
Occupational Pilot:	No	Last Flight Review or Equivalent:	03/06/2012
Flight Time:	3150 hours (Total, all aircraft), 929 hours (Total, this make and model), 29 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Manufacturer:	PIPER	Registration:	N6902L
Model/Series:	PA-60-602P	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	60-8265034
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	11/01/2011, Annual	Certified Max Gross Wt.:	6300 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:	3693 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-540 SER
Registered Owner:	TRIPLE DEUCE O INC	Rated Power:	300 hp
Operator:	On file	Air Carrier Operating Certificate:	None

## Meteorological Information and Flight Plan

Observation Facility, Elevation:	PHL, 36 ft msl	Observation Time:	1254 EDT
Distance from Accident Site:	0 Nautical Miles	Condition of Light:	Day
Direction from Accident Site:	0°	Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Few / 5000 ft agl	Temperature/Dew Point:	12° C / -2° C
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	14 knots/ 25 knots, 330°	Visibility (RVR):	
Altimeter Setting:	29.84 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Precipitation		
Departure Point:	Lock Haven, PA (LHV)	Type of Flight Plan Filed:	IFR
Destination:	Philadelphia, PA (PHL)	Type of Clearance:	IFR
Departure Time:	1145 EDT	Type of Airspace:	

## Airport Information

Airport:	Philadelphia International (PHL)	Runway Surface Type:	Asphalt
Airport Elevation:	36 ft	Runway Surface Condition:	Dry
Runway Used:	26	IFR Approach:	Global Positioning System; Visual
Runway Length/Width:	5000 ft / 150 ft	VFR Approach/Landing:	Full Stop

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None		

## Administrative Information

Investigator In Charge (IIC):	Jose Obregon	Adopted Date:	10/15/2012
Additional Participating Persons:	Nicholes Evelich; FAA/FSDO; Philadelphia, PA		
Publish Date:	10/15/2012		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=83281">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=83281</a>		

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