



National Transportation Safety Board Aviation Accident Data Summary

Location:	PROVINCETOWN, MA	Accident Number:	NYC93FA140
Date & Time:	08/02/1993, 2234 EDT	Registration:	N2093A
Aircraft:	PIPER PA-28-181	Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE NON-INSTRUMENT RATED PILOT HAD CALLED FSS 6 TIMES, FROM 1152 TO 2201, FOR WEATHER FOR A VFR FLIGHT FROM CAPE COD AND PROVINCETOWN, MA TO POTTSTOWN, PA. DURING THE 1152, 1254, AND 1401 BRIEFINGS HE WAS ADVISED OF A SEVERE THUNDERSTORM WATCH IN EFFECT. DURING THE 2018 BRIEFING HE WAS ADVISED OF 2 SIGMETS AND THAT VFR FLIGHT WAS NOT RECOMMENDED. DURING THE 2201 BRIEFING HE WAS AGAIN ADVISED THAT VFR FLIGHT WAS NOT RECOMMENDED DUE TO LOW CEILINGS AND FOG IN THE PROVINCETOWN AREA AND FORECASTED IFR CONDITIONS EN ROUTE. SHORTLY AFTER TAKEOFF FROM PROVINCETOWN, THE AIRPLANE WAS HEARD CIRCLING LOW, AND THEN OBSERVED DESCENDING OUT OF THE CLOUDS. THE RIGHT WING HAD SEPARATED IN FLIGHT. AN AIRLINE PILOT WITNESS ESTIMATED VISIBILITY AT 1 MI. ALTHOUGH A SMALL AREA OF PREEXISTING FATIGUE CRACKING WAS FOUND ON THE LOWER WING SPAR BREAK, EXAMINATION REVEALED THAT THE WING HAD SUSTAINED HIGH LOADS IMMEDIATELY PRIOR TO SEPARATION. DURING HIS LAST PHYSICAL DURING 4/93 THE PILOT REPORTED 5 HRS TOTAL NIGHT FLIGHT TIME. CRASH SITE WAS A TRAILER PARK.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT INITIATING VFR FLIGHT INTO INSTRUMENT METEOROLOGICAL CONDITIONS RESULTING IN SPATIAL DISORIENTATION AND LOSS OF AIRCRAFT CONTROL. DURING HIS ATTEMPT TO REGAIN CONTROL OF THE AIRCRAFT THE PILOT EXCEEDED THE DESIGN STRESS LIMITS RESULTING IN WING OVERLOAD AND SEPARATION. FACTORS WHICH CONTRIBUTED TO THE ACCIDENT WERE: THE PILOT'S DISREGARD OF THE WEATHER BRIEFER'S ADVISORY THAT VFR FLIGHT WAS NOT RECOMMENDED, THE WEATHER CONDITIONS, THE DARK NIGHT, AND THE PILOT'S LACK OF INSTRUMENT TIME AND NIGHT FLYING EXPERIENCE.

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: CLIMB - TO CRUISE

Findings

1. (F) PREFLIGHT BRIEFING SERVICE - DISREGARDED - PILOT IN COMMAND
2. (F) WEATHER CONDITION - HAZE/SMOKE
3. (F) WEATHER CONDITION - CLOUDS
4. (F) WEATHER CONDITION - FOG

5. (C) VFR FLIGHT INTO IMC - INITIATED - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: MANEUVERING

Findings

6. (F) LIGHT CONDITION - DARK NIGHT

7. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

8. (C) SPATIAL DISORIENTATION - PILOT IN COMMAND

9. (F) LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

10. (F) LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND

Occurrence #3: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation: DESCENT - UNCONTROLLED

Findings

11. WING, SPAR - FATIGUE

12. (F) WING - OVERLOAD

13. (C) DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND

14. WING - SEPARATION

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Pilot Information

Certificate:	Private	Age:	38
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	57 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N2093A
Model/Series:	PA-28-181 PA-28-181	Engines:	1 Reciprocating
Operator:	BASCO FLYING SERVICE INC.	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	O-360-A4M
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	PVC, 5 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Broken / 900 ft agl	Wind Speed/Gusts, Direction:	/ , 290°
Temperature:	22° C	Visibility	3 Miles
Precipitation and Obscuration:			
Departure Point:		Destination:	POTTSTOWN, PA (N46)

Airport Information

Airport:	PROVINCETOWN (PVC)	Runway Surface Type:	
Runway Used:	0	Runway Surface Condition:	
Runway Length/Width:			

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC):	ALAN J YURMAN	Adopted Date:	06/22/1994
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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