
		NTSB ID: ATL95FA128		Aircraft Registration Number: N15743	
		Occurrence Date: 07/05/1995		Most Critical Injury: Fatal	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place RALEIGH	State NC	Zip Code 27623	Local Time 0416	Time Zone EDT	
Airport Proximity: On Airport/Airstrip		Distance From Landing Facility: 1			
Aircraft Information Summary					
Aircraft Manufacturer PIPER		Model/Series PA-28R-200 /PA-28R-200		Type of Aircraft Airplane	
Revenue Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>*** Note: NTSB investigators either traveled in support of this investigation or conducted a significant amount of investigative work without any travel, and used data obtained from various sources to prepare this aircraft accident report. ***</p> <p>HISTORY OF FLIGHT</p> <p>On July 5, 1995, at 0416 eastern daylight time, a Piper PA-28R-200, N15743 was substantially damaged following a collision with terrain during an instrument approach at the Raleigh-Durham Airport, in Raleigh, North Carolina. The private instrument rated pilot, and his private pilot/passenger were both fatally injured in the accident. The aircraft was being operated under the provisions of 14 CFR Part 91 by the pilot. Instrument meteorological conditions existed at the time, and an instrument flight rules flight plan was in effect for the flight. The flight departed Albany, New York at 2304 on the evening of July 4, 1995.</p> <p>The flight was twice given radar vectors over the Franklin County Airport, but was unable to see the airport because of low clouds, and reduced visibility due to ground fog. The flight then attempted two instrument approaches to the Franklin County Airport, but was still not able to land due the weather conditions. The pilot elected to divert the flight to the Raleigh-Durham Airport, and attempt an instrument landing system approach.</p> <p>According to the recorded radar data at Raleigh-Durham Airport, the pilot's flight path deviated from the localizer path side to side, from the point of initial intercept of the localizer, all the way to the point of impact. During the approach, the radar data showed that the aircraft had minimal deviation from the localizer course for approximately 23 seconds after intercept of the localizer. For the next 45 seconds the aircraft deviated to the left of course, it then crossed the centerline of the localizer and deviated to the right of course for approximately 30 seconds. Next, the aircraft deviated to the left of course, for approximately 30 seconds, and then deviated to the right of course. (See Radar Computer Magnetic Recordings Attached to This Report.)</p> <p>The aircraft impacted trees and the terrain approximately 1/2 mile south of the approach end of runway 23L. The elevation of the terrain in the area of the impact was approximately 400 feet above mean sea level.</p> <p>PERSONNEL INFORMATION</p> <p>The pilot, Richard E. Bernstein, held a private pilot certificate, with airplane single engine land, and instrument airplane ratings. He held a third class medical certificate, with a restriction for the use of glasses, which was issued August 9, 1993.</p> <p>No pilot log book for the pilot could be located. The pilot's application for his medical certificate in August of 1993 showed a total flight time of 125 hours.</p>					
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Narrative (Continued)

AIRCRAFT INFORMATION

The Piper PA-28R-200 is a four place, single engine, retractable gear airplane. It is powered by a single Lycoming IO-360-C1C, 200 horse power engine.

The last inspection of N15743 was a 100 hour inspection which was completed on June 23, 1995. The aircraft accumulated 8 hours since the inspection, and had accumulated a total of 3919 hours total hours.

METEOROLOGICAL INFORMATION

Instrument meteorological conditions existed at the time of the accident with sky partially obscured, broken ceiling of 200 feet, and visibility of one half mile in fog.

AIDS TO NAVIGATION

The instrument landing system (ILS) approach to runway 23L at the Raleigh-Durham Airport is on a heading of 232 degrees, with a descent from 1,800 feet above mean sea level (MSL), at the locator outer marker (LOM), to a decision height of 636 feet MSL. The minimum landing visibility for the approach is one half mile.

WRECKAGE INFORMATION

The initial impact was in a wooded area approximately 1/2 mile northeast of the approach end of Runway 23L. There were pieces of the tops of the 80 foot pine trees, and small pieces of paint chips from the aircraft located in the wooded area. The aircraft then continued on a heading of approximately 180 degrees magnetic, and passed over an open field for approximately 595 feet prior to impacting the terrain in the wooded area on the opposite side of the open field. (See Wreckage Diagram attached to this report for details of wreckage distribution)

There was a post crash fire which consumed the forward portion of the fuselage, including the cockpit section. The aircraft was inverted with the right and left wings broken off. Continuity of the control surface cables was established into the cockpit area.

The aircraft propeller was located at the main wreckage site. There was twisting of the propeller spinner in the direction of rotation. The propeller blades showed signs of chord wise scratching, and twisting towards low pitch.

The aircraft engine accessories were consumed in the post crash fire. There was continuity of the engine drive train. The tachometer was found outside the fuselage. The tachometer RPM needle was bent, which prevented the needle from moving. At the time the tachometer was located, the needle was found to be indicating 1800 RPM.

Examination of the vacuum pump did not reveal any evidence of pre impact malfunction or failure.

MEDICAL AND PATHOLOGICAL INFORMATION

An autopsy of the pilot, Mr. Richard E. Bernstein, was conducted by Dr. Robert L. Thompson of The Office of Chief Medical Examiner of North Carolina in Chapel Hill, North Carolina. The autopsy list the cause of death of Mr. Bernstein as multiple traumatic injuries.

A toxicological examination was conducted by Federal Aviation Administration Toxicology and Accident Research Laboratory in Oklahoma City, Oklahoma. The toxicology report was negative for the use of alcohol and drugs.

ADDITIONAL INFORMATION

National Transportation Safety Board

**FACTUAL REPORT
AVIATION**




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The aircraft wreckage was released to Mr. James Brewer, the aircraft owners insurance representative, on July 6, 1995.

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		Occurrence Type: Accident			
Landing Facility/Approach Information					
Airport Name	Airport ID:	Airport Elevation	Runway Used	Runway Length	Runway Width
RALEIGH-DURHAM INTL	RDU	437 Ft. MSL	23L	7500	150
Runway Surface Type: Asphalt					
Runway Surface Condition: Dry					
Approach/Arrival Flown: ILS					
VFR Approach/Landing: None					
Aircraft Information					
Aircraft Manufacturer		Model/Series		Serial Number	
PIPER		PA-28R-200 /PA-28R-200		28R-7335085	
Airworthiness Certificate(s): Normal					
Landing Gear Type: Retractable - Tricycle					
Amateur Built Acft? No	Number of Seats: 4	Certified Max Gross Wt. 2600 LBS		Number of Engines: 1	
Engine Type:	Engine Manufacturer:	Model/Series:	Rated Power:		
Reciprocating	LYCOMING	IO-360-C1C	200 HP		
- Aircraft Inspection Information					
Type of Last Inspection	Date of Last Inspection	Time Since Last Inspection	Airframe Total Time		
100 Hour	06/1995	8 Hours	3919 Hours		
- Emergency Locator Transmitter (ELT) Information					
ELT Installed?/Type Yes /	ELT Operated? Yes	ELT Aided in Locating Accident Site? No			
Owner/Operator Information					
Registered Aircraft Owner		Street Address			
WAKE AVIATION INC.		4001 GUMLEAF DR.			
		City	State	Zip Code	
		APEX	NC	27502	
Operator of Aircraft		Street Address			
RICHARD E. BERNSTEIN		4906 NE HWY 96			
		City	State	Zip Code	
		SELMA	NC	27576	
Operator Does Business As:			Operator Designator Code:		
- Type of U.S. Certificate(s) Held: None					
Air Carrier Operating Certificate(s):					
Operating Certificate:			Operator Certificate:		
Regulation Flight Conducted Under: Part 91: General Aviation					
Type of Flight Operation Conducted: Personal					

 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: ATL95FA128
	Occurrence Date: 07/05/1995
	Occurrence Type: Accident

First Pilot Information

Name On File	City On File	State On File	Date of Birth On File	Age 32
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Sex: M	Seat Occupied: Left	Occupational Pilot? Business	Certificate Number: On File
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Certificate(s): **Private**

Airplane Rating(s): **Single-engine Land**

Rotorcraft/Glider/LTA: **None**

Instrument Rating(s): **Airplane**

Instructor Rating(s): **None**

Current Biennial Flight Review?

Medical Cert.: Class 3	Medical Cert. Status: Valid Medical--w/ waivers/lim.	Date of Last Medical Exam: 08/1993
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- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air
						Actual	Simulated			
Total Time	125		125							
Pilot In Command(PIC)										
Instructor										
Instruction Received										
Last 90 Days										
Last 30 Days										
Last 24 Hours										

Seatbelt Used? Yes	Shoulder Harness Used? Yes	Toxicology Performed? Yes	Second Pilot? No
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Flight Plan/Itinerary

Type of Flight Plan Filed: **IFR**

Departure Point ALBANY	State NY	Airport Identifier ALB	Departure Time 2304	Time Zone EDT
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Destination Same as Accident/Incident Location	State	Airport Identifier RDU	
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Type of Clearance: **IFR**

Type of Airspace: **Class B**

Weather Information

U.S. Source of Wx Information:
Flight Service Station

 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: ATL95FA128
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Weather Information					
WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
RDU	0350	EDT	437 Ft. MSL	1 NM	50 Deg. Mag.
Sky/Lowest Cloud Condition: Partial Obscuration			0 Ft. AGL	Condition of Light: Night/Dark	
Lowest Ceiling: Broken		200 Ft. AGL	Visibility: 0.5 SM	Altimeter: 30.00 "Hg	
Temperature: 21 °C	Dew Point: 21 °C	Weather Conditions at Accident Site: Instrument Conditions			
Wind Direction: 210	Wind Speed: 4	Wind Gusts:			
Visibility (RVR): 0 Ft.	Visibility (RVV): 0 SM				
Precip and/or Obscuration:					

Accident Information		
Aircraft Damage: Destroyed	Aircraft Fire: Ground	Aircraft Explosion: None

- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot	1				1
Second Pilot	1				1
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants					
Other Crew					
Passengers					
- TOTAL ABOARD -	2				2
Other Ground	0	0	0		0
- GRAND TOTAL -	2	0	0		2

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National Transportation Safety Board

FACTUAL REPORT

AVIATION



NTSB ID: ATL95FA128

Occurrence Date: 07/05/1995

Occurrence Type: Accident

Administrative Information

Investigator-In-Charge (IIC)

ROFF H. SASSER

Additional Persons Participating in This Accident/Incident Investigation:

ROY D WATTS

RALEIGH, NC