

National Transportation Safety Board
Washington, DC 20594

Printed on : 04/02/2016 03:16:47 PM

Brief of Accident

Adopted 09/01/2004

ATL02FA069
File No. 15975 03/31/2002 Apex ,NC Aircraft Reg No. N2BX Time (Local): 11:53 EST

Make/Model:	Piper/PA-34-200T	Fatal	0	0	0
Engine Make/Model:	Continental / TSIO-360-E	Crew	1	0	0
Aircraft Damage:	Destroyed	Pass	1	0	0
Number of Engines:	2				
Operating Certificate(s):	None				
Type of Flight Operation:	Personal				
Reg. Flight Conducted Under:	Part 91: General Aviation				

Last Depart. Point:	Brunswick, GA	Condition of Light:	Day
Destination:	Raleigh-Durham, NC	Weather Info Src:	Weather Observation Facility
Airport Proximity:	Off Airport/Airstrip	Basic Weather:	Instrument Conditions
		Lowest Ceiling:	500 Ft. AGL, Broken
		Visibility:	1.50 SM
		Wind Dir/Speed:	040 / 007 kts
		Temperature (°C):	13
		Precip/Obscuration:	

Pilot-in-Command Age: 47
Certificate(s)/Rating(s)
Private; Multi-engine Land; Single-engine Land
Instrument Ratings
Airplane

Flight Time (Hours)
Total All Aircraft: 619
Last 90 Days: 13
Total Make/Model: 410
Total Instrument Time: 83

*** 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. ***

Upon arriving at the destination airport, the pilot was issued radar vectors to a final approach course for the ILS runway 5R approach. While on the final approach course the controller issued course correction information to the pilot, but the erratic movement of the airplane continued until the airplane descended and disappeared from radar coverage. A witness near the accident site saw the airplane as it fell from the sky in several pieces. Examination of the accident site disclosed that the airplane wreckage was scattered over an area 3/4 mile long. The wreckage examination also failed to disclose a mechanical or system malfunction or component failure. A review of the weather data showed low clouds with a 5500 foot overcast condition at the time of the accident.

Brief of Accident (Continued)

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Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Findings

1. (F) WEATHER CONDITION - LOW CEILING
 2. (C) SPATIAL DISORIENTATION - PILOT IN COMMAND
-

Occurrence #2: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: DESCENT - UNCONTROLLED

Findings

3. MISCELLANEOUS,AIRFRAME - SEPARATION
 4. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
 5. MISCELLANEOUS,AIRFRAME - OVERLOAD
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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

6. (F) TERRAIN CONDITION - RESIDENTIAL AREA

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows:
The pilot experienced spatial disorientation that resulted in the loss of control and the overload failure of the airframe. A factor was low visibility and ceilings.