



National Transportation Safety Board Aviation Accident Preliminary Report

Location:	Goshen, IN	Accident Number:	CEN19FA084
Date & Time:	02/21/2019, 2005 EST	Registration:	N4922K
Aircraft:	Piper PA32R	Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

On February 21, 2019, about 2005 eastern standard time, a Piper PA-32R-301T airplane, N4922K, registered to Ironhead LLC, Middlebury, Indiana, and operated by the pilot, was destroyed after it impacted high power lines and the ground while on a practice RNAV approach to the Goshen Municipal Airport (GSH), Goshen, Indiana. The commercial pilot, who was the sole occupant, sustained fatal injuries. Dark night visual meteorological conditions prevailed, and a flight plan was not filed. The personal flight was being conducted under the provisions of Federal Code of Regulations Part 91. The local flight originated from GSH about 1950.

According to FAA records, the pilot had departed runway 27 and contacted the South Bend departure air traffic control (ATC) facility. He requested local clearance to conduct a practice RNAV (GPS) RWY 9 approach. His practice approach was intended to circle to land on runway 27. According to preliminary radar data, the airplane was following the published RNAV approach inbound. The track showed the airplane turning south to initiate the circle to land on runway 27. An eye witness reported that the airplane seemed to be aligned on a roadway, parallel to runway 27 (the roadway distance from runway 27 was approximately 3,000 feet). Radar showed that airplane track was as the witness described. The witness described the airplane turning toward runway 27. Radar contact was lost, and no distress calls were heard from the pilot. An airport security video showed what appeared to be the airplane flying toward the airport, a flash, and then the airplane disappeared. The video also recorded what appeared to be a ground explosion.

The airplane wreckage was located by first responders at grid coordinates: 41.527778 N latitude and -85.757222 W longitude, about 1.6 miles east of the approach end of runway 27 at GSH. The wreckage was adjacent to downed 250-foot high power lines. Examination of the wreckage at the accident site showed evidence of the airplane impacting the power line wires. Portions of the power line wires were found embedded around the propeller and wire marks were found on both wings. Most of the fuselage was consumed by a post impact fire. Maintenance records and pilot logs were recovered from the wreckage but were not readable due to fire damage.

According to the airport manager, all airport lighting was operational at the time of the accident and the runway lighting was turned on. Post-accident inspection of the facility lighting revealed functionality of all systems.

Detailed examinations of the airframe and engine were completed, and the wreckage was recovered to a secure facility.

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N4922K
Model/Series:	PA32R 301T	Aircraft Category:	Airplane
Amateur Built:	No		
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night
Observation Facility, Elevation:	GSH, 826 ft msl	Observation Time:	1953 EST
Distance from Accident Site:	0 Nautical Miles	Temperature/Dew Point:	0° C / -4° C
Lowest Cloud Condition:	Clear	Wind Speed/Gusts, Direction:	7 knots / , 270°
Lowest Ceiling:	None	Visibility:	9 Miles
Altimeter Setting:	30.24 inches Hg	Type of Flight Plan Filed:	
Departure Point:	Goshen, IN (GSH)	Destination:	Goshen, IN (GSH)

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal	Latitude, Longitude:	41.527778, -85.757222

Administrative Information

Investigator In Charge (IIC):	Alexander Lemishko
Additional Participating Persons:	Ken Hughes; FAA FSDO; Grand Rapids, MI Troy Helgeson; Lycoming Engines; Wlliamsport, PA Jon Hirsh; Piper Aircraft; Wichita, KS
Note:	The NTSB traveled to the scene of this accident.