 National Transportation Safety Board PRELIMINARY REPORT AVIATION		NTSB ID: ERA10LA082		Most Critical Injury: Fatal			
		Occurrence Date: 11/29/2009		Investigated By: NTSB			
		Occurrence Type: Accident					
Location/Time							
Nearest City/Place		State	Zip Code	Local Time	Time Zone		
Memphis		TN	38116	1615	CST		
Aircraft Information							
Registration Number		Aircraft Manufacturer		Model/Series Number			
N9243C		PIPER		PA-32RT-300			
Type of Aircraft: Airplane			Amateur Built Aircraft? No				
Injury Summary:		Fatal	1	Serious	3	Minor	None
Revenue Sightseeing Flight: No			Air Medical Transport Flight: No				
Narrative							
Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:							
<p>On November 29, 2009, at 1615 central standard time, a Piper PA-32RT-300, N9243C, was substantially damaged during landing at Memphis International Airport (MEM), Memphis, Tennessee. The certificated private pilot was fatally injured and three passengers received serious injuries. Instrument meteorological conditions prevailed and an instrument flight rules flight plan was filed for the flight which originated at the Greenbrier Valley Airport (LWB), Lewisburg, West Virginia, at 1255 eastern standard time. The personal flight was conducted under the provisions of 14 Code of Federal Regulations Part 91.</p> <p>According to preliminary air traffic control information provided by the Federal Aviation Administration (FAA), the airplane entered Memphis Approach airspace at an altitude of 4,000 feet and was later cleared to 3,000 feet. The pilot was given an intercept heading, while the airplane was at 3,000 feet, and cleared for the ILS 18L approach at MEM. The airplane turned final at 3,000 feet and was subsequently cleared to 2,000 ft. Radar data indicated the airplane initially obtained the centerline for the 18L localizer; however, the airplane began to drift to the left soon after. The airplane maintained a parallel course, left of centerline, until glide slope interception.</p> <p>When the airplane was about 5 miles from the end of runway 18L, it began a descent from 1,900 feet, left of localizer alignment. The airplane continued its descent until it reached an altitude of 900 ft (approximately 560 AGL), 3.6 nm from the end of runway 18L. At this point the aircraft was below glide slope and left of centerline.</p> <p>The air traffic controller issued a low altitude alert and current altimeter setting which was acknowledged by the pilot with "Roger, 43C, sorry about that." The aircraft initiated a climb and turned toward the localizer, regaining it momentarily before drifting left again. The aircraft climbed to 1,300 feet, then immediately descended again to 900 feet, when it was 2.6 nm from the end of runway 18L. A second low altitude alert (45 seconds after the first) was issued by the tower controller: "Low altitude alert, N43C, I show you indicating 1,000 feet, altimeter setting 29.92." The pilot responded "Roger, ah, 29." No further transmissions were received from the aircraft.</p> <p>Radar data indicated the aircraft then climbed to 1,200 feet, during which the ground speed decreased from 95 knots to 83 knots. The airplane then began a right descending turn toward the southwest (186 degrees to 243 degrees), while the ground speed continued to decrease to 74 knots while in the turn. The airplane briefly became established on a level heading before making a sharp left turn to 158 degrees. The ground speed decreased further to 63 knots, at an altitude of 500 feet.</p> <p>The last radar hit indicated a heading of 158 degrees, at an altitude of 200 feet, and an airspeed of 63 knots.</p> <p>The airplane impacted the grass area 10-degrees right (west) of the centerline and 1.25 nm from the</p>							
PRELIMINARY INFORMATION - SUBJECT TO CHANGE							
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Narrative (Continued)

end of runway 18L.

A witness, who was an instrument-rated pilot, reported he observed the airplane at an altitude of about 400 feet, "on approach to 18C." The witness then observed the airplane bank to the left, enter a rapid descent, and subsequently "correct to the right" before impact.

Another witness, who was working on the airport ramp, saw the airplane "flying very slow and tipping its wings from side to side" prior to the impact. After the impact, one of the passengers reported to the witness that the airplane was "hit with windshear from the right side" during the approach.

Examination of the airplane and the accident site revealed the airplane initially impacted a grass area north of runway 18C. It then skid across the grass, and impacted a concrete barrier before coming to rest. The wreckage path was less than 100 yards in length, and located along the path was the right flap and left landing gear. The airplane came to rest upright, with the left wing separated from the fuselage and resting on top of the right wing. The right wing and tail section remained attached to the fuselage, which sustained severe post-crash fire damage. The throttle, propeller, and mixture control levers were about 1 inch from the full forward position. Flight control continuity was confirmed from the cockpit area to the flight controls or fuselage breaks.


The airplane was last re-fueled prior to departure from LWB. According to an employee of the fixed base operator at LWB, the airplane was "topped off" with 44 gallons of aviation fuel.

The pilot held a private pilot certificate with ratings for airplane single-engine land and instrument airplane. His most recent third-class FAA medical certificate was issued on December 18, 2007. At that time he reported 1,700 hours of total flight experience.

Weather recorded at MEM, at 1553, included wind from 190 degrees at 10 knots, 1 mile visibility in mist, an overcast cloud layer at 300 feet, temperature 13 degrees C, dew point 12 degrees C, and altimeter setting 29.91 inches mercury.

Weather recorded at 1632, included wind from 200 degrees at 8 knots, 1 mile visibility in mist, an overcast cloud layer at 300 feet, temperature 13 degrees C, dew point 12 degrees C, and altimeter setting 29.92 inches mercury.

Updated on Dec 16 2009 10:30AM

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	Occurrence Type: Accident

Other Aircraft Involved		
Registration Number	Aircraft Manufacturer	Model/Series Number

Accident Information	
Aircraft Damage: Substantial	Accident Occurred During:


Crew	Name	Certificate No.	Injury
Pilot	On File	On File	Fatal
2			
3			
4			
5			
6			

Operator Information			
Name EMMETT ORYAN	Operator Designator Code	Doing Business As	
Street Address	City Memphis	State TN	Zip Code 38111

-Type of Certificate(s) Held: None	
Air Carrier Operating Certificate(s):	
Operating Certificate:	Operator Certificate:
Regulation Flight Conducted Under: Part 91: General Aviation	
Type of Flight Operations Conducted: Personal	

Flight Plan/Itinerary			
Type of Flight Plan Filed: IFR			
Last Departure Point Lewisburg	State WV	Airport Identifier LWB	
Destination Same as Accident/Incident Location	State	Airport Identifier MEM	

Weather Information			
Investigator's Source: Flight Service Station	Facility ID: MEM	Observation Time (Local): 1553	
Sky/Lowest Cloud Condition:		Ft. AGL	
Lowest Ceiling: Overcast	300 Ft. AGL	Visibility: 1 SM	Altimeter: 29.91 "Hg

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Weather Information (Continued from page 2)

Temperature: 13 °C	Dew Point: 12 °C	Wind Direction: 190	
Wind Speed: 10 Kts.	Gusts: Kts.	Weather Conditions at Accident Site: Instrument Conditions	

Administration Data

Notification From FAA Southern ROC	Date
FAA District Office/Coordinator FAA/FSDO Angela Langston	Investigator-In-Charge (IIC) Jill M. Andrews