



Aviation Investigation Final Report

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|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | HOLLYWOOD, Florida | Accident Number: | MIA87LA052 |
| Date & Time: | December 18, 1986, 17:28 Local | Registration: | N2279Q |
| Aircraft: | PIPER PA-32R-300 | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 1 None |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

THE PLT STATED THAT THE ACFT TILTED SHORTLY AFTER LIFTOFF AND HE ELECTED TO ABORT THE TAKEOFF. WHILE ON ROLL OUT, WHEN THE BRAKES WERE APPLIED, THE ACFT VEERED TO THE LEFT AND RAN OFF THE RWY COLLIDING WITH A FENCE. THE PLT REPORTED NO MECHANICAL DIFFICULTIES WITH THE ACFT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (C) AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
2. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

4. OBJECT - FENCE

Factual Information

Pilot Information

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| Certificate: | Commercial | Age: | 42, Male |
| Airplane Rating(s): | Single-engine land; Multi-engine land | Seat Occupied: | Left |
| Other Aircraft Rating(s): | Helicopter | Restraint Used: | |
| Instrument Rating(s): | None | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Class 1 Valid Medical--no waivers/lim. | Last FAA Medical Exam: | October 28, 1985 |
| Occupational Pilot: | No | Last Flight Review or Equivalent: | |
| Flight Time: | 584 hours (Total, all aircraft), 9 hours (Total, this make and model), 481 hours (Pilot In Command, all aircraft), 57 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--|---------------------------------------|-----------------|
| Aircraft Make: | PIPER | Registration: | N2279Q |
| Model/Series: | PA-32R-300 PA-32R-300 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | 32R-7780240 |
| Landing Gear Type: | Retractable - Tricycle | Seats: | 7 |
| Date/Type of Last Inspection: | May 20, 1986 Annual | Certified Max Gross Wt.: | 3600 lbs |
| Time Since Last Inspection: | 9 Hrs | Engines: | 1 Reciprocating |
| Airframe Total Time: | 1054 Hrs | Engine Manufacturer: | LYCOMING |
| ELT: | Installed, activated, did not aid in locating accident | Engine Model/Series: | IO-540-K165D |
| Registered Owner: | INTERAMERICAN INVESTMENST INC. | Rated Power: | 300 Horsepower |
| Operator: | | Operating Certificate(s) Held: | None |
| Operator Does Business As: | | Operator Designator Code: | |

Meteorological Information and Flight Plan

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|---|----------------------------------|---|----------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | HWO ,9 ft msl | Distance from Accident Site: | |
| Observation Time: | 17:31 Local | Direction from Accident Site: | |
| Lowest Cloud Condition: | Scattered / 3000 ft AGL | Visibility | 10 miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | 4 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 240° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | | Temperature/Dew Point: | |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | | Type of Flight Plan Filed: | None |
| Destination: | MIAMI , FL (TMB) | Type of Clearance: | None |
| Departure Time: | 17:28 Local | Type of Airspace: | Class D |

Airport Information

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|-----------------------------|------------------|----------------------------------|-----------------------|
| Airport: | NORTH PERRY HWO | Runway Surface Type: | Asphalt |
| Airport Elevation: | 9 ft msl | Runway Surface Condition: | Dry |
| Runway Used: | 27L | IFR Approach: | None |
| Runway Length/Width: | 3000 ft / 100 ft | VFR Approach/Landing: | Precautionary landing |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|-------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 1 None | Latitude, Longitude: | |

Administrative Information

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| Investigator In Charge (IIC): | Kennedy, Jeffrey |
| Additional Participating Persons: | GENE KIRKENDAL; FT. LAUDERDALE , FL |
| Original Publish Date: | |
| Last Revision Date: | |
| Investigation Class: | Class |
| Note: | |
| Investigation Docket: | https://data.ntsb.gov/Docket?ProjectID=31837 |

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).