



# Aviation Investigation Final Report

<b>Location:</b>	LIVINGSTON, Tennessee	<b>Accident Number:</b>	ATL96LA058
<b>Date &amp; Time:</b>	March 7, 1996, 12:33 Local	<b>Registration:</b>	N7913P
<b>Aircraft:</b>	PIPER PA-24	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation		

## Analysis

During an instrument flight rules flight from Wheeling, Illinois, to Athens, Georgia, the pilot encountered severe icing conditions and elected to make a precautionary landing at Livingston, Tennessee. He stated that while on final approach, he failed to see electrical wires and telephone poles at the approach end of the runway. The airplane struck the wires, then collided with the ground. The pilot did not report any mechanical difficulty with the airplane during the flight.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Failure of the pilot to see-and-avoid obstructions (electrical lines), while on final approach to land after encountering icing conditions and diverting to a new destination (alternate airport).

### Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation: CRUISE

- Findings
1. WEATHER CONDITION - ICING CONDITIONS
  2. FLIGHT TO NEW DESTINATION - PERFORMED - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

3. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
4. OBJECT - WIRE, TRANSMISSION
5. (C) ALTITUDE/CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

## Factual Information

On March 7, 1996, about 1233 central standard time, a Piper PA- 24, N7913P, was substantially damaged following a collision with an electrical line, and the terrain, during an approach to landing at Livingston Municipal Airport, Livingston Tennessee. The commercial pilot was not injured in the accident. The airplane was being operated under the provisions of 14 CFR Part 91 by the pilot. Visual meteorological conditions prevailed at the time of the accident, and an instrument flight rules flight plan was in effect for the flight. The flight departed Wheeling, Illinois at 0845, and was enroute to Athens, Georgia.

During the flight through Tennessee, the flight encountered severe icing conditions, and the pilot elected to divert to the Livingston Municipal Airport. The pilot executed an instrument approach into the airport. During the approach, when the pilot selected the landing gear to the extended position, the landing gear failed to extend. In visual flight rules flight conditions, the pilot circled the airport several times, and manually lowered the landing gear. After the gear was down and locked, the pilot attempted to execute a visual approach to the runway. According to the pilot, he failed to see, and avoid the power lines between two telephone poles at the approach end of runway 3. The aircraft struck the power lines approximately 300 feet before the approach end of the runway, and then impacted the ground 70 feet short of the runway. The pilot did not report any mechanical difficulties during the flight.

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	55, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim	<b>Last FAA Medical Exam:</b>	March 4, 1996
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1880 hours (Total, all aircraft), 90 hours (Total, this make and model), 1880 hours (Pilot In Command, all aircraft), 43 hours (Last 90 days, all aircraft), 13 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N7913P
<b>Model/Series:</b>	PA-24 PA-24	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	3144
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	September 22, 1995 Annual	<b>Certified Max Gross Wt.:</b>	2990 lbs
<b>Time Since Last Inspection:</b>	79 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3548 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	O-540-AID5
<b>Registered Owner:</b>	CONSOLIDATED CUTLERY CO. INC	<b>Rated Power:</b>	250 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	8A3 ,1370 ft msl	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	12:40 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Unknown	<b>Visibility</b>	5 miles
<b>Lowest Ceiling:</b>	Overcast / 1700 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	10 knots / 16 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	360°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	-4°C / -6°C
<b>Precipitation and Obscuration:</b>	N/A - None - Snow		
<b>Departure Point:</b>	WHEELING , IL (PWK)	<b>Type of Flight Plan Filed:</b>	IFR
<b>Destination:</b>	ATHENS , GA (AHN)	<b>Type of Clearance:</b>	IFR
<b>Departure Time:</b>	08:45 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	LIVINGSTON 8A3	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	1370 ft msl	<b>Runway Surface Condition:</b>	Wet
<b>Runway Used:</b>	3	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	2998 ft / 75 ft	<b>VFR Approach/Landing:</b>	Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	36.380458,-85.320236(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Sasser, Roff
<b>Additional Participating Persons:</b>	GARY SMUTHERMAN; NASHVILLE, , TN
<b>Original Publish Date:</b>	May 29, 1996
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=3700">https://data.ntsb.gov/Docket?ProjectID=3700</a>

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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](#).