



Aviation Investigation Final Report

Location:	TWIN FALLS, Idaho	Accident Number:	SEA88LA042
Date & Time:	January 29, 1988, 12:23 Local	Registration:	N4290R
Aircraft:	PIPER PA-32-300	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

WHEN THE PILOT ATTEMPTED TO REDUCE POWER TO DESCEND TO LAND HE WAS UNABLE TO OBTAIN A POWER REDUCTION DUE TO THE THROTTLE ROD END SEPARATING IN FLIGHT. THE PILOT MADE A SPIRALLING DESCENT AND THEN SHUT DOWN THE ENGINE. THE PILOT MISJUDGED HIS ALTITUDE AND DISTANCE REMAINING TO THE RUNWAY AND LANDED 600 FEET SHORT OF THE RUNWAY STRIKING RUNWAY THRESHOLD LIGHTS DURING THE LANDING ROLL.

Probable Cause and Findings

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

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: CRUISE

- Findings
1. (C) THROTTLE/POWER LEVER,BELLCRANK - SEPARATION

Occurrence #2: UNDERSHOOT
Phase of Operation: LANDING - ROLL

Findings

- 2. (C) EMERGENCY PROCEDURE - PERFORMED
- 3. (C) PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND

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

Findings

- 4. (F) OBJECT - APPROACH LIGHT/NAVAID

Factual Information

Pilot Information

Certificate:	Private	Age:	48, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	April 9, 1987
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	581 hours (Total, all aircraft), 349 hours (Total, this make and model), 581 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N4290R
Model/Series:	PA-32-300 PA-32-300	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	3240666
Landing Gear Type:	Tricycle	Seats:	7
Date/Type of Last Inspection:	April 1, 1987 Annual	Certified Max Gross Wt.:	3400 lbs
Time Since Last Inspection:	221 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2966 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-540-E4B5
Registered Owner:	LEONARD FAUSTINA	Rated Power:	260 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	TWF ,4151 ft msl	Distance from Accident Site:	
Observation Time:	12:30 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 3000 ft AGL	Visibility	20 miles
Lowest Ceiling:	Overcast / 5000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	5°C / 1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	WELLS , NV (LWL)	Type of Flight Plan Filed:	None
Destination:	TWIN FALLS , ID (TWF)	Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class D

Airport Information

Airport:	TWIN FALLS TWF	Runway Surface Type:	Asphalt
Airport Elevation:	4151 ft msl	Runway Surface Condition:	Dry
Runway Used:	25	IFR Approach:	None
Runway Length/Width:	8703 ft / 150 ft	VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	42.410419,-114.58937(est)

Administrative Information

Investigator In Charge (IIC):	Carrera, Candace
Additional Participating Persons:	RUSS GRAVES; SALT LAKE CITY , UT
Original Publish Date:	April 25, 1989
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=40775

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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](#).