



# Aviation Investigation Final Report

<b>Location:</b>	ST. JOSEPH, Tennessee	<b>Accident Number:</b>	ATL83LA100
<b>Date &amp; Time:</b>	February 6, 1983, 07:00 Local	<b>Registration:</b>	N54244
<b>Aircraft:</b>	PIPER PA-23-250	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE AIRCRAFT OVERRAN THE END OF THE RUNWAY DURING A NIGHT LANDING IN IMC WEATHER. THE RUNWAY WAS A PRIVATE DIRT STRIP. FLIGHT PURPOSE IS NOT KNOWN BUT IT IS SUSPECTED IT WAS A DRUG SMUGGLING FLIGHT. THE AIRCRAFT LANDED LONG ON THE 2400 FOOT STRIP AND WENT OFF THE END ACROSS A ROAD, THROUGH A FENCE AND INTO SMALL PINE TREES BEFORE STOPPING 1200 FEET FROM THE END OF THE RUNWAY. THREE MEN IN TWO VEHICLES FOLLOWED THE AIRCRAFT AND HELPED THE PILOT UNLOAD SEVERAL SMALL BROWN PACKAGES BEFORE ALL OF THEM ABANDONED THE AIRCRAFT. THE OWNER IN FLORIDA CLAIMED THE AIRCRAFT WAS STOLEN TWO DAYS PRIOR TO ACCIDENT FROM A LOCKED HANGER. NEITHER THE HANGER NOR THE AIRCRAFT SHOWED ANY SIGNS OF FORCED ENTRY. ALSO THE AIRCRAFT HAD SOPHISTICATED EQUIPMENT ON BOARD WHICH WOULD HAVE TAKEN 5 DAYS TO INSTALL. THE OWNER CLAIMED NO KNOWLEDGE OF THE EQUIPMENT.

## Probable Cause and Findings

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

### Findings

Occurrence #1: OVERRUN  
Phase of Operation: LANDING - ROLL

Findings

1. (F) WEATHER CONDITION - FOG
2. (F) WEATHER CONDITION - LOW CEILING
3. (F) LIGHT CONDITION - DARK NIGHT
4. (F) TERRAIN CONDITION - WET
5. (C) PROPER GLIDEPATH - MISJUDGED - PILOT IN COMMAND
6. (C) AIRSPEED - EXCESSIVE - PILOT IN COMMAND
7. (C) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
8. (C) GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

-----

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: LANDING - ROLL

Findings

9. (F) OBJECT - FENCE
10. (F) OBJECT - TREE(S)

## Factual Information

### Pilot Information

<b>Certificate:</b>		<b>Age:</b>	Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>		<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Unknown Unknown	<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>			

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N54244
<b>Model/Series:</b>	PA-23-250 PA-23-250	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	27-4349
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	May 7, 1982 Annual	<b>Certified Max Gross Wt.:</b>	5800 lbs
<b>Time Since Last Inspection:</b>	142 Hrs	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	4131 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	IO-540-C4B5
<b>Registered Owner:</b>	RICHARD RENNER	<b>Rated Power:</b>	250 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Instrument (IMC)	<b>Condition of Light:</b>	Night/dark
<b>Observation Facility, Elevation:</b>	MSL ,550 ft msl	<b>Distance from Accident Site:</b>	18 Nautical Miles
<b>Observation Time:</b>	07:55 Local	<b>Direction from Accident Site:</b>	200°
<b>Lowest Cloud Condition:</b>	Unknown	<b>Visibility</b>	1 miles
<b>Lowest Ceiling:</b>	Unknown / 500 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	4°C / 3°C
<b>Precipitation and Obscuration:</b>	N/A - None - Fog		
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	00:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	CIRCLE E	<b>Runway Surface Type:</b>	Dirt
<b>Airport Elevation:</b>	900 ft msl	<b>Runway Surface Condition:</b>	Wet
<b>Runway Used:</b>	31	<b>IFR Approach:</b>	
<b>Runway Length/Width:</b>	2400 ft	<b>VFR Approach/Landing:</b>	None

## 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>	35.02919,-87.490234(est)

## Administrative Information

**Investigator In Charge (IIC):** Drake, John

**Additional Participating Persons:**

**Original Publish Date:**

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=6005>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).