



# Aviation Investigation Final Report

<b>Location:</b>	Greenville, Alabama	<b>Accident Number:</b>	ATL05CA162
<b>Date &amp; Time:</b>	September 16, 2005, 15:10 Local	<b>Registration:</b>	N287RR
<b>Aircraft:</b>	Piper PA-34-200	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Serious, 2 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot was departing on a cross country flight to California when on the takeoff climb, the left engine lost power 50 feet above the ground. At this point the airplane veered left and the left wing struck the ground 200 feet left of runway centerline and rested 303 feet from the left edge of the runway surface. The engine failure during takeoff emergency procedures state "close both throttles immediately, land if airborne and stop straight ahead." Post-accident examination of the airplane revealed mud, water, and other unknown debris mixed was compacted in the servo of the left engine. Before the accident flight the pilot asked a mechanic to examine the left engine. The mechanic examined the engine and told the pilot that there was a defect with the fuel servo and it needed to be repaired. The pilot acknowledged the mechanics findings but elected to depart without repairing the fuel servo.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The loss of left engine power due to fuel system contamination and the pilot's failure to follow procedures and his improper use of the throttle and flight controls during the forced landing.

## Findings

Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation: TAKEOFF

Findings

1. (C) FUEL SYSTEM, INJECTOR - CONTAMINATION, OTHER THAN WATER
2. (C) OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - CONTINUED - PILOT IN COMMAND
3. 1 ENGINE

-----

Occurrence #2: FORCED LANDING

Phase of Operation: EMERGENCY DESCENT/LANDING

-----

Occurrence #3: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: EMERGENCY LANDING AFTER TAKEOFF

Findings

4. (C) PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
5. (C) FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
6. (C) THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND

-----

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: EMERGENCY LANDING

Findings

7. TERRAIN CONDITION - GROUND

## Factual Information

This report is based on information received by the NTSB. Additional details may be found in the NTSB's public docket for this case. For further information, please contact the NTSB Office of Public Inquiries.

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	69, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3	<b>Last FAA Medical Exam:</b>	September 1, 2005
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	5100 hours (Total, all aircraft), 5100 hours (Total, this make and model)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N287RR
<b>Model/Series:</b>	PA-34-200	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	34-7350287
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>		<b>Certified Max Gross Wt.:</b>	
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>		<b>Engine Model/Series:</b>	IO-360-A1A
<b>Registered Owner:</b>	International Flight Training Academy INC	<b>Rated Power:</b>	
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>		<b>Visibility</b>	
<b>Lowest Ceiling:</b>		<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Greenville, AL (KPRN)	<b>Type of Flight Plan Filed:</b>	Unknown
<b>Destination:</b>	Huntington Beac, CA	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	Mac Crenshaw Memorial Airport KPRN	<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	32	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	2 Minor	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	
<b>Total Injuries:</b>	1 Serious, 2 Minor	<b>Latitude, Longitude:</b>	31.85361,-86.6175

## Administrative Information

**Investigator In Charge (IIC):** Alleyne, Eric

**Additional Participating Persons:**

**Original Publish Date:** June 28, 2006

**Last Revision Date:**

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

**Note:** This accident report documents the factual circumstances of this accident as described to the NTSB.

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=62597>

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](#).