



Aviation Investigation Final Report

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|--------------------------------|-------------------------------|-------------------------|-------------|
| Location: | MEMPHIS, Tennessee | Accident Number: | ATL84FLT02 |
| Date & Time: | January 24, 1984, 19:31 Local | Registration: | N46RS |
| Aircraft: | PIPER PA-22-150 | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 1 Serious |
| Flight Conducted Under: | Part 91: General aviation | | |

Analysis

THE ACFT STRUCK A POWERLINE AND CRASHED 1.5 MI SOUTH OF MEMPHIS AIRPORT WHILE ON A ILS LOCALIZER APP TO RWY 36R. THE WX AT THE TIME OF ACC WAS CEILING 200 FT, VISIBILITY 3/4 MILE WITH FOG. THE ACFT WAS EQUIPPED WITH A VOR LOCALIZER, BUT NO GLIDE SLOOP INDICATOR.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Findings

1. (F) OBJECT - WIRE,STATIC(MARKED)
2. (C) VISUAL LOOKOUT - NOT POSSIBLE - PILOT IN COMMAND
3. (C) VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
4. (C) PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
5. (F) PHYSICAL IMPAIRMENT(VISUAL DEFICIENCY) - PILOT IN COMMAND
6. (C) PROPER DESCENT RATE - NOT FOLLOWED - PILOT IN COMMAND
7. (C) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

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|----------------------------------|--|--|-------------------|
| Certificate: | Commercial | Age: | 52, Male |
| Airplane Rating(s): | Single-engine land; Single-engine sea; Multi-engine land; Multi-engine sea | Seat Occupied: | Left |
| Other Aircraft Rating(s): | | Restraint Used: | |
| Instrument Rating(s): | Airplane | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Class 1 Valid Medical-w/ waivers/lim | Last FAA Medical Exam: | February 18, 1983 |
| Occupational Pilot: | No | Last Flight Review or Equivalent: | |
| Flight Time: | 2253 hours (Total, all aircraft), 710 hours (Total, this make and model), 26 hours (Last 90 days, all aircraft), 4 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--------------------------|---------------------------------------|-----------------|
| Aircraft Make: | PIPER | Registration: | N46RS |
| Model/Series: | PA-22-150 PA-22-150 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | 22-3944 |
| Landing Gear Type: | Tricycle | Seats: | 4 |
| Date/Type of Last Inspection: | July 30, 1983 Annual | Certified Max Gross Wt.: | 2000 lbs |
| Time Since Last Inspection: | 50 Hrs | Engines: | 1 Reciprocating |
| Airframe Total Time: | | Engine Manufacturer: | LYCOMING |
| ELT: | Installed, not activated | Engine Model/Series: | O-320 |
| Registered Owner: | ROLAND D. SPANIOL | Rated Power: | 150 Horsepower |
| Operator: | | Operating Certificate(s) Held: | |
| Operator Does Business As: | | Operator Designator Code: | |

Meteorological Information and Flight Plan

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|---|-----------------------|---|------------|
| Conditions at Accident Site: | Instrument (IMC) | Condition of Light: | Night/dark |
| Observation Facility, Elevation: | PAH | Distance from Accident Site: | |
| Observation Time: | 18:30 Local | Direction from Accident Site: | |
| Lowest Cloud Condition: | Unknown / 200 ft AGL | Visibility | |
| Lowest Ceiling: | Overcast / 200 ft AGL | Visibility (RVR): | |
| Wind Speed/Gusts: | 5 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 270° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 30 inches Hg | Temperature/Dew Point: | |
| Precipitation and Obscuration: | N/A - None - Fog | | |
| Departure Point: | PADUCAH , KY (PAH) | Type of Flight Plan Filed: | IFR |
| Destination: | MEHPHIS , TN (MEM) | Type of Clearance: | IFR |
| Departure Time: | 16:50 Local | Type of Airspace: | Class E |

Airport Information

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|-----------------------------|---------------------|----------------------------------|----------------|
| Airport: | MEMPHIS INTERN. MEM | Runway Surface Type: | Concrete |
| Airport Elevation: | 331 ft msl | Runway Surface Condition: | Wet |
| Runway Used: | 36R | IFR Approach: | Localizer only |
| Runway Length/Width: | 8400 ft / 150 ft | VFR Approach/Landing: | |

Wreckage and Impact Information

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|----------------------------|-----------|-----------------------------|---------------------------|
| Crew Injuries: | 1 Serious | Aircraft Damage: | Substantial |
| Passenger Injuries: | | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 1 Serious | Latitude, Longitude: | 35.029602,-90.009536(est) |

Administrative Information

Investigator In Charge (IIC): James, Jimmy

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=6320>

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](#).