



Aviation Investigation Final Report

Location:	HUNTSVILLE, Alabama	Accident Number:	ATL84LA189
Date & Time:	May 27, 1984, 12:00 Local	Registration:	N6362P
Aircraft:	PIPER PA-24	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

AFTER LIFT-OFF & GEAR RETRACTION, THE ACFT SETTLED BACK ONTO THE RWY, HIT A BARRIER CABLE, SLID BACKWARD APRX 300 FT & CROSSED A ROAD BEFORE COMING TO REST. THE PLT REPORTED THAT THE CARBURETOR HEAT DOOR HAD COME LOOSE. HOWEVER, AN FAA INSPECTOR EXAMINED THE ACFT & FOUND NOTHING WRONG WITH THE CARBURETOR HEAT SYSTEM. ALSO, A MECHANIC REPORTED THAT THE CARBURETOR HEAT DOOR WAS IN THE OPEN POSITION. THE ACFT WAS ESTIMATED TO BE NEAR ITS MAXIMUM GROSS WEIGHT.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (F) CARBURETOR HEAT - INADVERTENT USE - PILOT IN COMMAND
2. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. (C) STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: TAKEOFF

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: OTHER

Findings

4. (F) OBJECT - AIRPORT FACILITY

Factual Information

Pilot Information

Certificate:	Airline transport; Commercial	Age:	44, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	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:	
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	12860 hours (Total, all aircraft), 215 hours (Total, this make and model), 12860 hours (Pilot In Command, all aircraft), 96 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N6362P
Model/Series:	PA-24 PA-24	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	24-1472
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	July 15, 1984 Annual	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:	109 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2484 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-360-A1D
Registered Owner:	JERRY A. BIRMINGHAM	Rated Power:	180 Horsepower
Operator:		Operating Certificate(s) Held:	
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:	HSV ,624 ft msl	Distance from Accident Site:	17 Nautical Miles
Observation Time:	11:51 Local	Direction from Accident Site:	40°
Lowest Cloud Condition:	Scattered / 1900 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	27°C / 22°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:	SALISBURY , NC (RUQ)	Type of Clearance:	None
Departure Time:	12:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	HUNTSVILLE AIRPORT NORTH M82	Runway Surface Type:	Asphalt
Airport Elevation:	755 ft msl	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	3765 ft / 60 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): Fouts, Charles

Additional Participating Persons: BOB LEMASTERS; BIRMINGHAM , AL

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=6469>

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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](#).