



Aviation Investigation Final Report

Location:	NEWNAN, Georgia	Accident Number:	ATL85FA181
Date & Time:	June 6, 1985, 03:10 Local	Registration:	N8215B
Aircraft:	PIPER PA-32R-301T	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

THE ENG STARTED RUNNING ROUGH THEN QUIT. THE PLT LANDED IN AWAREHOUSE PARKING LOT BETWEEN TWO ROWS OF 40-45 FOOT TRAILERS. EXAM OF THE ENG REVEALED THAT THE SHARP EDGES OF THE ROLL PIN HAD WORN THROUGH THE CENTERING SPACER FOR THE TACH DRIVE ASS'Y. WHICH THEN MIGRATED TO THE OIL SUMP. THE HEADS OF SEVEN CAM FOLLOWERS WERE BROKEN. THE ENG CASE WAS CRACKED IN SEVERAL PLACES BY FRAGMENTS OF METAL CRUSHED BETWEEN THE ROD CAPS AND CASE.

Probable Cause and Findings

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

Findings

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

Findings

1. (C) ACCESSORY DRIVE ASSY,DRIVE BEARING - WORN
2. (C) MAINTENANCE,INSPECTION - INADEQUATE - MANUFACTURER

Occurrence #2: LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF

Phase of Operation: DESCENT - EMERGENCY

Findings

- 3. ENGINE ASSEMBLY, OTHER - FOREIGN OBJECT
- 4. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
- 5. ENGINE ASSEMBLY, VALVE, INTAKE - MOVEMENT RESTRICTED

Occurrence #3: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Findings

- 6. LIGHT CONDITION - DARK NIGHT

Occurrence #4: HARD LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

- 7. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - HIDDEN OBSTRUCTION(S)
- 8. LANDING GEAR, MAIN GEAR - FAILURE, TOTAL

Occurrence #5: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ROLL

Findings

- 9. OBJECT - VEHICLE
- 10. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	21, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	January 29, 1985
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	1308 hours (Total, all aircraft), 16 hours (Total, this make and model), 1187 hours (Pilot In Command, all aircraft), 135 hours (Last 90 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N8215B
Model/Series:	PA-32R-301T PA-32R-301	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	32R-8029051
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	April 22, 1985 100 hour	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	59 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	754 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	TI0-540-S1AD
Registered Owner:	WILLIAM A. FARON	Rated Power:	300 Horsepower
Operator:	EXECUTIVE CHARTER OF MEMPHIS	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:	Night/dark
Observation Facility, Elevation:	ATL ,1026 ft msl	Distance from Accident Site:	23 Nautical Miles
Observation Time:	02:50 Local	Direction from Accident Site:	50°
Lowest Cloud Condition:	Clear	Visibility	8 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	280°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	27°C / 20°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(BHM)	Type of Flight Plan Filed:	IFR
Destination:	(ATL)	Type of Clearance:	IFR
Departure Time:	02:14 Local	Type of Airspace:	Class B;Class E

Airport Information

Airport:		Runway Surface Type:	Concrete
Airport Elevation:	970 ft msl	Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	0 ft / 0 ft	VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	33.370853,-84.780067(est)

Administrative Information

Investigator In Charge (IIC): Fouts, Charles

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=6618>

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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](#).