



Aviation Investigation Final Report

Location:	FORT DEPOSIT, Alabama	Accident Number:	ATL86LA107
Date & Time:	April 6, 1986, 20:33 Local	Registration:	N22370
Aircraft:	PIPER PA-32R-300T	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

SHORTLY AFTER TAKEOFF SMOKE AND FLAMES ENTERED THE COCKPIT. THE PILOT RETURNED TO THE AIRPORT AND LANDED HARD DAMAGING THE FIREWALL. EXAMINATION OF THE AIRCRAFT REVEALED THAT THE TURBO CHARGER EXHAUST CLAMP BROKE AND ALLOWED HOT EXHAUST GASES TO IGNITE A FIRE UNDER THE ENGINE COWLING.

Probable Cause and Findings

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

Findings

Occurrence #1: FIRE
Phase of Operation: CRUISE - NORMAL

Findings
1. (C) EXHAUST SYSTEM, CLAMP - FAILURE, TOTAL

Occurrence #2: FORCED LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Occurrence #3: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Factual Information

Pilot Information

Certificate:	Private	Age:	40, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	April 11, 1985
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	2000 hours (Total, all aircraft), 620 hours (Total, this make and model), 1800 hours (Pilot In Command, all aircraft), 21 hours (Last 90 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N22370
Model/Series:	PA-32R-300T PA-32R-300	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	7887250
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	January 16, 1986 100 hour	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	19 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1418 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	TSIO-540-SIAD
Registered Owner:	THOMAS K. ALBRECHT	Rated Power:	300 Horsepower
Operator:		Operating Certificate(s) Held:	None
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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	5 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-18°C / -18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	FORT DEPOSIT , AL (67A)	Type of Flight Plan Filed:	None
Destination:	MONTGOMERY , AL (MGM)	Type of Clearance:	None
Departure Time:	20:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	LOWNDNES CO 67A	Runway Surface Type:	Asphalt
Airport Elevation:	490 ft msl	Runway Surface Condition:	Dry
Runway Used:	15	IFR Approach:	None
Runway Length/Width:	3590 ft / 80 ft	VFR Approach/Landing:	Precautionary landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	Both in-flight and on-ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	31.980865,-86.569816(est)

Administrative Information

Investigator In Charge (IIC):	Henderson, Dennis
Additional Participating Persons:	JOHN HARDY; BIRMINGHAM , AL
Original Publish Date:	
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=7084

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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](#).