



# Aviation Investigation Final Report

<b>Location:</b>	MONTGOMERY, Alabama	<b>Accident Number:</b>	ATL86LA260
<b>Date &amp; Time:</b>	September 20, 1986, 10:22 Local	<b>Registration:</b>	N6041Y
<b>Aircraft:</b>	PIPER PA-23-250	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Other work use		

## Analysis

DURING INITIAL CLIMB PHASE OF AN EXPERIMENTAL FLT FROM MGM, AL, THE PLT RPTED THAT THE LEFT ENGINE HAD FAILED AND AN ATTEMPT WAS MADE TO FEATHER THE PROP. THE PLT RADIOED DANNELLY TOWER THAT THE ACFT WAS RETURNING TO THE ARPT. THEN THE PLT RPTED THAT THE RIGHT ENGINE LOST THRUST, HOWEVER THE RIGHT PROP WAS NOT FEATHERED BECAUSE HE WAS NOT SURE IF THE ENGINE WAS PRODUCING POWER. A GEAR-UP FORCED LANDING WAS MADE ON A 4-LANE HIGHWAY. THE ACFT ENGINES WERE FUELED WITH ALCOHOL WITH APPROVAL OF THE FAA FOR RESEARCH AND DEVELOPMENT. THREE DAYS PRIOR TO THE ACCIDENT THE ACFT EXPERIENCED POWER SURGES AND MADE A PRECAUTIONARY LANDING. NO PROBLEMS WERE FOUND AND THE FLIGHT WAS CONTINUED. INSPECTION OF THE ACFT REVEALED THE RIGHT PROP FEATHERED AND THE LEFT PROP IN LOW PITCH. THE ACFT WGT AND BAL INDICATED APPROX. 400# OVER GROSS WEIGHT. THE ENGINES WERE SUCCESSFULLY TEST RUN. THERE HAS BEEN NO DETERMINATION AS TO THE CAUSE OF THE RPTED ENGINE FAILURES.

## 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) - NONMECHANICAL  
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

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Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Findings

2. PROPELLER SYSTEM/ACCESSORIES,FEATHERING SYSTEM - UNDETERMINED

3. (F) EMERGENCY PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND

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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

4. (C) WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial; Flight instructor	<b>Age:</b>	50, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	Glider	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	May 19, 1986
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	8295 hours (Total, all aircraft), 100 hours (Total, this make and model), 8187 hours (Pilot In Command, all aircraft), 100 hours (Last 90 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N6041Y
<b>Model/Series:</b>	PA-23-250 PA-23-250	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Experimental (Special)	<b>Serial Number:</b>	27-3227
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	April 14, 1986 Annual	<b>Certified Max Gross Wt.:</b>	5200 lbs
<b>Time Since Last Inspection:</b>	48 Hrs	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	3355 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-540-C4B5
<b>Registered Owner:</b>	MAXWELL E. SHAUCK	<b>Rated Power:</b>	250 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	MGM ,221 ft msl	<b>Distance from Accident Site:</b>	5 Nautical Miles
<b>Observation Time:</b>	10:49 Local	<b>Direction from Accident Site:</b>	270°
<b>Lowest Cloud Condition:</b>	Scattered / 15000 ft AGL	<b>Visibility</b>	6 miles
<b>Lowest Ceiling:</b>	Broken / 25000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	3 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	120°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	27°C / 22°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	MONTGOMERY , AL (MGM )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	GREENSBORO , NC (GSO )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	00:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

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

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	32.340496,-86.399391(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Coleman, Ben
<b>Additional Participating Persons:</b>	JOHN HARDY; BIRMINGHAM , AL
<b>Original Publish Date:</b>	
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=7195">https://data.nts.gov/Docket?ProjectID=7195</a>

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