



# Aviation Investigation Final Report

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<b>Location:</b>	ST MARYS, Georgia	<b>Accident Number:</b>	ATL87LA198
<b>Date &amp; Time:</b>	July 5, 1987, 01:00 Local	<b>Registration:</b>	N6165P
<b>Aircraft:</b>	PIPER PA-24-250	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	4 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

AFTER RETURNING FM A LOCAL NGT FLT, THE ACFT WAS LNDD GEAR UP WHEN THE LNDG GEAR DID NOT EXTEND. THE ACFT BGN BURNING AFTER IT CAME TO REST. IT WAS EXTENSIVELY DAMAGED BY FIRE & THE CAUSE OF THE GEAR MALFUNCTION WAS NOT DETERMINED. LOCAL POLICE, WHO RESPONDED TO THE ACCIDENT, NOTED 'AN ODOR, COMMONLY ASSOCIATED WITH ALCOHOLIC BEVERAGES' COMING FM THE PLT. HE WAS REMINDED OF THE GEORGIA IMPLIED CONSENT WARNING, BUT REFUSED TO PROVIDE A BLOOD SAMPLE FOR THE POLICE TO USE FOR A TOXICOLOGY TEST. AN INVESTIGATION REVEALED THE PLT HAD ONLY A STUDENT LICENSE & HAD TAKEN THE ACFT WITHOUT THE OWNER'S PERMISSION. THE OWNER WAS AN ASSOCIATE OF THE PLT'S UNCLE. ONE OF THE PASSENGERS STATED THAT HE & THE PLT HAD BEEN 'DRINKING' & THEY DECIDED TO GO FLYING WITH 2 OTHER PERSONS. HE NOTED THAT WHEN THE GEAR DID NOT EXTEND, HE SAW A RED HANDLE THAT SAID 'EMERGENCY GEAR DOWN.' HE STATED 'I STARTED TO MESS WITH IT, BUT IT DID NOT DO ANY GOOD.' THE PLT STATED THE GEAR DID NOT EXTEND BY USING EITHER THE NORMAL OR MANUAL SYS. HE RPRTD ONLY 2 HRS FLT TIME IN PA-24 ACFT.

## Probable Cause and Findings

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

## Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation: APPROACH

### Findings

1. (C) JUDGMENT - POOR - PILOT IN COMMAND
2. (C) IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND
3. (F) QUALIFICATION - PILOT IN COMMAND
4. STOLEN AIRCRAFT/UNAUTHORIZED USE
5. (C) LANDING GEAR - UNDETERMINED

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

6. (F) LIGHT CONDITION - DARK NIGHT
7. (C) EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
8. (C) GEAR EXTENSION - NOT ATTAINED - PILOT IN COMMAND
9. (F) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
10. WHEELS UP LANDING

## Factual Information

### Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	20, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	February 27, 1987
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	79 hours (Total, all aircraft), 2 hours (Total, this make and model), 44 hours (Pilot In Command, all aircraft), 38 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N6165P
<b>Model/Series:</b>	PA-24-250 PA-24-250	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	241266
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	Annual	<b>Certified Max Gross Wt.:</b>	2800 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	4696 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-540-A1A5
<b>Registered Owner:</b>	BALLEW, M STAN	<b>Rated Power:</b>	250 Horsepower
<b>Operator:</b>	VAUGHN, ROBERT 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>	Night/dark
<b>Observation Facility, Elevation:</b>	JAX ,30 ft msl	<b>Distance from Accident Site:</b>	15 Nautical Miles
<b>Observation Time:</b>	01:00 Local	<b>Direction from Accident Site:</b>	190°
<b>Lowest Cloud Condition:</b>	Unknown / 12000 ft AGL	<b>Visibility</b>	4 miles
<b>Lowest Ceiling:</b>	Broken / 12000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	23°C / 23°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	23:45 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	ST MARYS 4J6	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	24 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	4	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	5000 ft / 100 ft	<b>VFR Approach/Landing:</b>	Full stop;Precautionary landing

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	3 None	<b>Aircraft Fire:</b>	On-ground
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	4 None	<b>Latitude, Longitude:</b>	30.749658,-81.569282(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Hicks, Preston
<b>Additional Participating Persons:</b>	ROBERT NYLLA; ATLANTA, GA
<b>Original Publish Date:</b>	October 17, 1988
<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=7472">https://data.nts.gov/Docket?ProjectID=7472</a>

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](#).