



Aviation Investigation Final Report

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|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | Auburn, Alabama | Accident Number: | ERA10LA110 |
| Date & Time: | January 6, 2010, 16:46 Local | Registration: | N8448Y |
| Aircraft: | Piper PA-32R-301T | Aircraft Damage: | Substantial |
| Defining Event: | Loss of control on ground | Injuries: | 1 None |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

After landing, the pilot applied the brakes to slow the airplane for a left turn off the runway. Instead, the airplane began a turn to the right, which could not be corrected with left brake application. The airplane departed the right side of the runway and came to a stop upright on a grass apron. A postaccident examination of both the left and right brakes by an aircraft mechanic revealed that the brakes turned freely with no dragging noted and that they appeared to be functional at the time of the examination.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's loss of directional control after landing, which resulted in a runway excursion.

Findings

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| Aircraft | Directional control - Not attained/maintained |
| Personnel issues | Aircraft control - Pilot |

Factual Information

History of Flight

Landing-landing roll

Loss of control on ground (Defining event)

On January 6, 2010, at 1646 central standard time, a Piper PA-32R-301T, N8448Y, was substantially damaged during a runway excursion after landing at the Auburn-Opelika Airport (AUO), Auburn, Alabama. The private pilot was not injured. Visual meteorological conditions prevailed for the personal flight conducted under the provisions of Title 14 Code of Federal Regulations Part 91. The flight originated from the Thomaston-Upson County Airport (OPN), Thomaston, Georgia, at 1615.

The pilot stated that after landing on runway 36 he applied the brakes to slow the airplane for a left turn off the runway. Instead, the airplane began a turn to the right, which could not be corrected with left brake application. The airplane departed the right side of the runway, the left main landing gear collapsed, and the airplane stopped upright on the grass apron.

According to Federal Aviation Administration (FAA) airman records, the pilot was issued a private pilot certificate with a rating for airplane single engine land, multi-engine land, and instrument airplane. However, the pilot had surrendered his certificate to the FAA one month prior to the accident. His most recent FAA third class medical certificate was issued on September 8, 2009, at which time the pilot reported 1,386 total hours of flight experience, 170 hours of which were in the same make and model of the accident airplane. He reported 20 total hours of flight experience in the 90 days preceding the accident.

According to FAA and maintenance records the airplane had accrued 3,030 total hours. Its most recent annual inspection was completed on January 1, 2010, at 3,029 hours.

At 1655, the weather reported at AUO, included clear skies and wind from 280 degrees at 4 knots. The visibility was 10 miles. The temperature was 3 degrees C and the dew point was -13 degrees C.

Examination of the airplane at the accident site by an FAA inspector revealed substantial damage to the left wing spar, a twisted fuselage, and collapsed landing gear. A detailed examination of the brakes was completed by a licensed airframe and powerplant mechanic. The mechanic reported that both the left and right brakes turned freely with no dragging noted and that the brake system appeared to be functional.

Pilot Information

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| Certificate: | Private | Age: | 41, 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): | None | Toxicology Performed: | No |
| Medical Certification: | Class 3 Without waivers/limitations | Last FAA Medical Exam: | September 8, 2009 |
| Occupational Pilot: | No | Last Flight Review or Equivalent: | |
| Flight Time: | 1386 hours (Total, all aircraft), 170 hours (Total, this make and model), 20 hours (Last 90 days, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|------------------------------|---------------------------------------|-----------------|
| Aircraft Make: | Piper | Registration: | N8448Y |
| Model/Series: | PA-32R-301T | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | 32R-8129111 |
| Landing Gear Type: | Retractable - Tricycle | Seats: | 7 |
| Date/Type of Last Inspection: | January 1, 2010 Annual | Certified Max Gross Wt.: | 3600 lbs |
| Time Since Last Inspection: | | Engines: | 1 Reciprocating |
| Airframe Total Time: | 3030 Hrs at time of accident | Engine Manufacturer: | LYCOMING |
| ELT: | Installed, not activated | Engine Model/Series: | TIO-540 SER |
| Registered Owner: | SAADEH MAMDOUH | Rated Power: | 310 Horsepower |
| Operator: | SAADEH MAMDOUH | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | AUO,777 ft msl | Distance from Accident Site: | |
| Observation Time: | 16:55 Local | Direction from Accident Site: | |
| Lowest Cloud Condition: | Clear | Visibility | 10 miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | 4 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 280° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 30.15 inches Hg | Temperature/Dew Point: | 3°C / -13°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | Thomaston, GA (OPN) | Type of Flight Plan Filed: | None |
| Destination: | Auburn, AL (AUO) | Type of Clearance: | None |
| Departure Time: | 16:15 Local | Type of Airspace: | |

Airport Information

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|-----------------------------|----------------------------|----------------------------------|-----------------|
| Airport: | Auburn-Opelika Airport AUO | Runway Surface Type: | Asphalt |
| Airport Elevation: | 777 ft msl | Runway Surface Condition: | Dry |
| Runway Used: | 36 | IFR Approach: | None |
| Runway Length/Width: | 5264 ft / 100 ft | VFR Approach/Landing: | Traffic pattern |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|--------------------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 1 None | Latitude, Longitude: | 32.60889,-85.433609(est) |

Administrative Information

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| Investigator In Charge (IIC): | Rayner, Brian |
| Additional Participating Persons: | Robert L Bullock; FAA/FSDO; Birmingham, AL |
| Original Publish Date: | July 18, 2011 |
| Last Revision Date: | |
| Investigation Class: | Class |
| Note: | |
| Investigation Docket: | https://data.nts.gov/Docket?ProjectID=75240 |

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](#).