



Aviation Investigation Final Report

Location:	DARDEN, Tennessee	Accident Number:	ATL92FA019
Date & Time:	October 29, 1991, 17:32 Local	Registration:	N3559J
Aircraft:	PIPER PA-32R-301T	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

WHILE FLYING AT A CRUISE ALTITUDE OF 600 FEET THE PILOT LOST CONTROL OF THE AIRPLANE FOR UNDETERMINED REASONS. HE HAD NOT REPORTED EXPERIENCING A MECHANICAL PROBLEM NOR WERE ANY DISCOVERED DURING THE EXAMINATION OF THE WRECKAGE AT THE ACCIDENT SITE. THERE WAS NO SIGNIFICANT WEATHER OBSERVED AT THE TIME OF THE ACCIDENT. THE POST MORTEM EXAMINATION OF THE PILOT FAILED TO DISCLOSE A MALADY WHICH WOULD HAVE PREVENTED THE PILOT FROM PERFORMING HIS NORMAL DUTIES. HOWEVER, THE AIRPLANE DESCENDED FROM THE ASSIGNED ALTITUDE AND WAS LAST OBSERVED AT 5600 FEET BEFORE DISAPPEARING OFF RADAR. WRECKAGE WAS SCATTERED OVER AN AREA ABOUT ONE MILE LONG IN THE OPPOSITE DIRECTION OF THE INTENDED FLIGHT PATH, THE LEFT WING FLAP ASSEMBLY AND ABOUT A TWO FOOT SECTION OF THE RIGHT HORIZONTAL STABILATOR TRIM TAB WERE NOT RECOVERED FOR EXAMINATION. THE LEFT WING FLAP ASSEMBLY SEPARATED FORM THE AIRFRAME AND WAS LOCATED ABOUT 1/2 MILE WEST OF THE MAIN WRECKAGE. COMPONENTS FROM THE EMPENNAGE SECTION WERE FOUND ABOUT ONE MILE FROM THE MAIN WRECKAGE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO MAINTAIN CONTROL OF THE AIRPLANE. THE PILOT EXCEEDED THE DESIGN LIMITS OF THE AIRFRAME.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: CRUISE - NORMAL

Findings

1. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation: DESCENT - EMERGENCY

Findings

2. (C) FLIGHT CONTROL SURFACES/ATTACHMENTS - FAILURE, TOTAL

3. (C) DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - EMERGENCY

Factual Information

Pilot Information

Certificate:	Commercial	Age:	31, 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:	Yes
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	June 5, 1991
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	1320 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N3559J
Model/Series:	PA-32R-301T PA-32R-301	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	32-8029021
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	November 2, 1990 Annual	Certified Max Gross Wt.:	3200 lbs
Time Since Last Inspection:	61 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1752 Hrs	Engine Manufacturer:	LYCOMING
ELT:		Engine Model/Series:	TIO-540-S1AD
Registered Owner:	HANES, ROGER E.	Rated Power:	300 Horsepower
Operator:	HANES, ROGER E.	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:	Day
Observation Facility, Elevation:	MKL ,434 ft msl	Distance from Accident Site:	30 Nautical Miles
Observation Time:	18:50 Local	Direction from Accident Site:	280°
Lowest Cloud Condition:	Clear	Visibility	4 miles
Lowest Ceiling:	Broken	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	40°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	20°C / 19°C
Precipitation and Obscuration:	N/A - None - Fog		
Departure Point:	KNOXVILLE , TN (DKX)	Type of Flight Plan Filed:	IFR
Destination:	COVINGTON , TN (MO4)	Type of Clearance:	IFR
Departure Time:	16:05 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal	Latitude, Longitude:	35.629131,-88.230964(est)

Administrative Information

Investigator In Charge (IIC):	Powell, Phillip
Additional Participating Persons:	JAMES T SKEEN; WASHINGTON , DC CONRAD HOUSE; MEMPHIS , TN DAVE CONDY; COLLEGE PARK , GA
Original Publish Date:	February 8, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=8486

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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](#).