



# Aviation Investigation Final Report

<b>Location:</b>	ALICEVILLE, Alabama	<b>Accident Number:</b>	ATL93LA001
<b>Date &amp; Time:</b>	October 2, 1992, 08:45 Local	<b>Registration:</b>	N8548P
<b>Aircraft:</b>	PIPER PA-24-260	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	4 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

ACCORDING TO THE PILOT, HE COMPLETED A PREFLIGHT INSPECTION AND DID NOT NOTICE ANY PROBLEMS WITH THE AIRPLANE. THE TAKEOFF AND CLIMB TO 5500 FEET WERE REPORTED AS NORMAL, BUT 30 MINUTES INTO THE FLIGHT THE PILOT EXPERIENCED A COMPLETE LOSS OF ENGINE POWER. THE EMERGENCY PROCEDURE TO RESTORE ENGINE POWER FAILED, THEREFORE THE PILOT ESTABLISHED AN EMERGENCY DESCENT FOR A FORCED LANDING. THE AIRPLANE SUSTAINED SUBSTANTIAL DAMAGE DURING THE FORCED LANDING. EXAMINATION OF THE AIRPLANE DISCLOSED THAT THE FUEL LINE BETWEEN THE FUEL PUMP AND FUEL INJECTOR HAD SEPARATED AT THE FUEL INJECTOR. THE MAINTENANCE LOG REVIEW DISCLOSED THAT THE AIRPLANE HAD UNDERGONE A 100 HOUR INSPECTION AND AN ENGINE INSTALLATION 5 HOURS PRIOR TO THE ACCIDENT. NO OTHER MAINTENANCE PROBLEMS WERE NOTED DURING THE EXAMINATION.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: MAINTENANCE PERSONNEL'S FAILURE TO PROPERLY SECURE THE FUEL LINE FROM THE FUEL PUMP TO THE FUEL INJECTOR DURING THE ENGINE INSTALLATION, WHICH RESULTED IN A COMPLETE ENGINE FAILURE.

## Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL  
Phase of Operation: CRUISE

Findings

1. (C) FUEL SYSTEM,LINE - NOT SECURED
2. (C) MAINTENANCE,INSTALLATION - IMPROPER - OTHER MAINTENANCE PERSONNEL

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Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	52, 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>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	January 19, 1992
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	684 hours (Total, all aircraft), 19 hours (Total, this make and model), 609 hours (Pilot In Command, all aircraft), 29 hours (Last 90 days, all aircraft), 22 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N8548P
<b>Model/Series:</b>	PA-24-260 PA-24-260	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	24-4005
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	May 8, 1992 Annual	<b>Certified Max Gross Wt.:</b>	3100 lbs
<b>Time Since Last Inspection:</b>	5 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2468 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	I0-540-04A5
<b>Registered Owner:</b>	PICKERING AND MCKINNEY	<b>Rated Power:</b>	260 Horsepower
<b>Operator:</b>	PICKERING AND MCKINNEY	<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>	GTR ,264 ft msl	<b>Distance from Accident Site:</b>	25 Nautical Miles
<b>Observation Time:</b>	08:35 Local	<b>Direction from Accident Site:</b>	300°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	5 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	50°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	14°C / 11°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	COLUMBUS , MS (GTR )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	GAINESVILLE , FL (GNV )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	08:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	Forced 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>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	4 None	<b>Latitude, Longitude:</b>	33.119709,-88.149169(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Powell, Phillip
<b>Additional Participating Persons:</b>	JERRY YATES; BIRMINGHAM , AL
<b>Original Publish Date:</b>	June 21, 1993
<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=8686">https://data.nts.gov/Docket?ProjectID=8686</a>

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