



National Transportation Safety Board Aviation Accident Data Summary

Location:	WILLIAMSTOWN, NJ	Accident Number:	NYC96LA118
Date & Time:	06/01/1996, 1630 EDT	Registration:	N8186G
Aircraft:	Piper PA-32R	Injuries:	3 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot reported that while in cruise flight at 2500 feet ' . . . just past the [Cedar Lake] VOR . . . there was a loud 'pop' from the engine compartment and an immediate loss of power.' During a subsequent forced landing, the aircraft struck a large fence post causing the right wing to separate. The aircraft rotated 90 degrees and the landing gear collapsed. Examination of the aircraft revealed the magneto had disconnected from the accessory gear box. An inspection disclosed the upper magneto hold down stud was intact and the associated hardware consisting of the nut, washer, lock washer, and hold-down clip were installed; however, the same pieces of hardware for the lower hold down stud were missing. Also noted was that a significant section of the magneto housing hold-down flange was fractured.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: inadequate maintenance, which resulted in a failure of the magneto housing hold-down flange, a disconnect of the magneto from the engine, and loss of engine power. The obstruction (fence post) in the emergency landing area was a related factor.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation: CRUISE - NORMAL

Findings

1. (C) MAINTENANCE - INADEQUATE - PILOT IN COMMAND
2. (C) IGNITION SYSTEM,MAGNETO - FAILURE
3. (C) IGNITION SYSTEM,MAGNETO - DISCONNECTED

Occurrence #2: FORCED LANDING
Phase of Operation: EMERGENCY DESCENT/LANDING

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: EMERGENCY LANDING

Findings

4. (F) OBJECT - FENCE POST

Pilot Information

Certificate:	Private	Age:	53
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	2106 hours (Total, all aircraft), 1109 hours (Total, this make and model), 1903 hours (Pilot In Command, all aircraft), 32 hours (Last 90 days, all aircraft), 29 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N8186G
Model/Series:	PA-32R PA-32R	Engines:	1 Reciprocating
Operator:	PHILIP R. COURTER	Engine Manufacturer:	Lycoming
Operating Certificate(s) Held:	None	Engine Model/Series:	TIO-540-S1AD
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MIV, 86 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	13 knots / , 170°
Temperature:	22° C	Visibility	20 Miles
Precipitation and Obscuration:			
Departure Point:	KINSTON, NC (ISO)	Destination:	TRENTON, NJ (TTN)

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC):	DENNIS L JONES	Adopted Date:	05/30/1997
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.ntsbt.gov/pubdms/ .		

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