



National Transportation Safety Board Aviation Accident Data Summary

Location:	WRENS, GA	Accident Number:	ATL94FA011
Date & Time:	11/01/1993, 2220 EST	Registration:	N964ST
Aircraft:	PIPER PA-32RT-300T	Injuries:	5 Fatal
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

THE PILOT COULD NOT START THE AIRPLANE. ACCORDING TO LINE MAINTENANCE PERSON, THE PILOT WAS ASKED IF HE WANTED A 12 VOLT OR A 24 VOLT JUMP START. THE PILOT REPLIED THAT HE WANTED A 24 VOLT JUMP START. AFTER THE AIRPLANE STARTED THE FLIGHT DEPARTED WITHOUT FURTHER INCIDENT. WHILE CURISING AT 6000 FEET, THE PILOT REPORTED A LOSS OF ENGINE POWER. THE PILOT INFORMED DEPARTURE CONTROL OF HIS PROBLEM AND REQUESTED VECTORS TO THE NEAREST AIRPORT. THE PILOT WAS ISSUED VECTORS TO THE WRENS MEMORIAL AIRPORT; THE AIRPLANE CRASHED IN AN INVERTED ATTITUDE 1/4 MILE SHORT OF RUNWAY.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: WAS THE FATIGUE FAILURE OF THE IDLER GEAR WHICH RESULTED IN THE COMPLETE LOSS OF ENGINE POWER. A FACTOR WAS THE DARK NIGHT.

Findings

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

Findings

1. ACCESSORY DRIVE ASSY - FAILURE, TOTAL
 2. ACCESSORY DRIVE ASSY, DRIVE GEAR - FATIGUE
-

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

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: DESCENT - EMERGENCY

Findings

3. OBJECT - TREE(S)
4. LIGHT CONDITION - DARK NIGHT

Pilot Information

Certificate:	Private	Age:	42
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Single-engine; None
Flight Time:	300 hours (Total, all aircraft), 200 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N964ST
Model/Series:	PA-32RT-300T PA-32RT-30	Engines:	1 Reciprocating
Operator:	CONNELL, LAMAR	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	TIO-540-S1AD
Flight Conducted Under:	Part 91: General Aviation - Business		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	AGS, 145 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	Calm / ,
Temperature:	1°C	Visibility	12 Miles
Precipitation and Obscuration:			
Departure Point:	AUGUSTA, GA (AGS)	Destination:	TIFTON, GA (TMA)

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	4 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC):	PHILLIP POWELL,	Adopted Date:	10/20/1994
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.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.