



National Transportation Safety Board Aviation Accident Final Report

Location:	LIBERTY, NC	Accident Number:	ATL87LA202
Date & Time:	07/02/1987, 2200 EDT	Registration:	N9385C
Aircraft:	PIPER PA-32RT-300	Aircraft Damage:	Substantial
Defining Event:		Injuries:	5 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

BFR DEPARTING ON A NGT FLT, THE ACFT WAS LOADED UNTIL IT WAS AT OR NEAR ITS MAX GROSS WT LIMIT. THE PLT STATED THAT AS HE WAS TAKING OFF ON A 3000' RWY, THE ENG 'COUGHED' AFTER THE ACFT HAD ACCELERATED TO ABOUT THE ROTATION SPEED & WAS APRX 3/4 OF THE WAY DOWN THE RWY. HE ELECTED TO ABORT THE TAKEOFF, BUT WAS UNABLE TO STOP ON THE REMAINING RWY. BFR STOPPING, THE ACFT WENT DOWN AN EMBANKMENT & THE NOSE GEAR COLLAPSED. AN EXAM & AN OPNL CHECK OF THE ENG REVEALED NO PRE-ACDNT PART FAILURE OR MALFUNCTION, EXCEPT FOR A RICH IDLE MIXTURE. ABOUT 19 MI NW AT GREENSBORO, NC, THE WX WAS: 7000 FT BRKN, 15 MI VIS, WIND FROM 200 DEG AT 7 KTS, TEMP 74, DEW POINT 70, ALTIMETER SETTING 30.03' HG. ACCORDING TO THE ACFT OPERATOR'S MANUAL, 840' OF PAVED RWY WOULD HAVE BEEN REQUIRED TO STOP. SKID MARKS WERE FOUND ON THE LAST 500' OF THE RWY & ACROSS 250' OF SOD BEFORE THE ACFT WENT OFF THE EMBANKMENT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: OVERRUN
Phase of Operation: TAKEOFF - ABORTED

Findings

2. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: TAKEOFF - ABORTED

Findings

3. (F) TERRAIN CONDITION - ROUGH/UNEVEN

Occurrence #4: NOSE GEAR COLLAPSED
Phase of Operation: TAKEOFF - ABORTED

Findings

4. LANDING GEAR, NOSE GEAR - OVERLOAD

Factual Information

Pilot Information

Certificate:	Private	Age:	32, Male
Airplane Rating(s):	Single-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 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	01/28/1986
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	618 hours (Total, all aircraft), 97 hours (Total, this make and model), 15 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N9385C
Model/Series:	PA-32RT-300 PA-32RT-30	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	32R7885046
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	06/22/1987, AAIP	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	20 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3540 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	TIO-540-S1AD
Registered Owner:	CAUSEY AVIATION SERVICE	Rated Power:	300 hp
Operator:	CAUSEY AVIATION SERVICE, INC.	Operating Certificate(s) Held:	On-demand Air Taxi (135)
Operator Does Business As:		Operator Designator Code:	EWCA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	GSO, 926 ft msl	Distance from Accident Site:	19 Nautical Miles
Observation Time:	2153 EDT	Direction from Accident Site:	310°
Lowest Cloud Condition:	Unknown / 7000 ft agl	Visibility	15 Miles
Lowest Ceiling:	Broken / 7000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	23° C / 21° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	IFR
Destination:	NO.MYRTLE BEACH, SC (CRE)	Type of Clearance:	IFR
Departure Time:	2200 EDT	Type of Airspace:	Class G

Airport Information

Airport:	CAUSEY (2A5)	Runway Surface Type:	Asphalt
Airport Elevation:	725 ft	Runway Surface Condition:	Dry
Runway Used:	20	IFR Approach:	None
Runway Length/Width:	3000 ft / 40 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	4 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	5 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	WALTER G STINER	Report Date:	10/25/1988
Additional Participating Persons:	RAY STEINKRAUS; WINSTON SALEM, NC		
Publish Date:			
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/ .		

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