



National Transportation Safety Board Aviation Accident Data Summary

Location:	LIBERTY, NC	Accident Number:	ATL87LA202
Date & Time:	07/02/1987, 2200 EDT	Registration:	N9385C
Aircraft:	PIPER PA-32RT-300	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

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

Pilot Information

Certificate:	Private	Age:	32
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
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	Engines:	1 Reciprocating
Operator:	CAUSEY AVIATION SERVICE, INC.	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	On-demand Air Taxi (135)	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:	Night/Dark
Observation Facility, Elevation:	GSO, 926 ft msl	Weather Information Source:	Unknown
Lowest Ceiling:	Broken / 7000 ft agl	Wind Speed/Gusts, Direction:	7 knots / , 200°
Temperature:	23° C	Visibility	15 Miles
Precipitation and Obscuration:			
Departure Point:	Destination: NO.MYRTLE BEACH, SC (CRE)		

Airport Information

Airport:	CAUSEY (2A5)	Runway Surface Type:	Asphalt
Runway Used:	20	Runway Surface Condition:	Dry
Runway Length/Width:	3000 ft / 40 ft		

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

Latitude, Longitude:

Administrative Information

Investigator In Charge (IIC): WALTER G STINER Adopted Date: 10/25/1988

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.