



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	TALLAHASSEE, FL	<b>Accident Number:</b>	MIA87FA002
<b>Date &amp; Time:</b>	10/02/1986, 1845 EDT	<b>Registration:</b>	N217HM
<b>Aircraft:</b>	PIPER PA-60-600	<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

WITNESSES STATED SEEING THE ACFT ENTER A LEFT DOWNWIND APCH TO RWY 16, TURN BASE TO FINAL NORMALLY THEN VEEER TO THE LEFT OF THE RUNWAY IN A NOSE HIGH ATTITUDE & DISAPPEAR BEHIND A LINE OF TREES & CRASH APRX 500 FEET EAST OF RWY 16. POST CRASH EXAMINATION OF THE AIRCRAFT REVEALED THE LEFT ENGINE WAS NOT PRODUCING POWER AT THE TIME OF IMPACT. FURTHER EXAMINATION REVEALED THAT THE LEFT ENGINE FUEL SERVO FUEL MIXTURE AND IDLE SPEED SETTINGS WERE MISADJUSTED.

## 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: APPROACH - VFR PATTERN - FINAL APPROACH

Findings  
1. (F) FUEL SYSTEM, FUEL CONTROL - OTHER  
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Occurrence #2: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings  
2. (F) IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND  
3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND  
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Occurrence #3: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: DESCENT - UNCONTROLLED

Findings  
4. OBJECT - TREE(S)

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	53
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	3500 hours (Total, all aircraft), 200 hours (Last 90 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N217HM
<b>Model/Series:</b>	PA-60-600 PA-60-600	<b>Engines:</b>	2 Reciprocating
<b>Operator:</b>	JOZEN TAP CORPORATION	<b>Engine Manufacturer:</b>	LYCOMING
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	IO-540-K1F5
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Dusk
<b>Observation Facility, Elevation:</b>	TLH, 157 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	Calm / ,
<b>Temperature:</b>	28° C	<b>Visibility</b>	6 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	TAMPA, FL (TPA)	<b>Destination:</b>	

## Airport Information

<b>Airport:</b>	TALLAHASSEE COMMERCIAL (68J)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	16	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	3000 ft / 50 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Fatal	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

Investigator In Charge (IIC): BRUCE J HILL

Adopted Date: 03/10/1988

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](mailto: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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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.