



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	GOODWAY, AL	<b>Accident Number:</b>	ATL84FA111
<b>Date &amp; Time:</b>	03/03/1984, 1007 CST	<b>Registration:</b>	N8427A
<b>Aircraft:</b>	PIPER PA-32RT-301T	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	2 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

PLT RECEIVED TWO WEATHER BRIEFINGS PRIOR TO DEPARTURE. HE WAS TOLD OF AN APPROACHING COLD FRONT BUT THE FSS BRIEFER STATED 'IF YOU GO NOW, IT'LL BE FINE.' THE PLT DEPARTED ON THE VFR FLT TO HICKORY, NC, AND DID NOT FILE A FLT PLAN. RADAR INFO OBTAINED DURING THE INVESTIGATION REVEALED THAT N8427A WAS CRUISING AT 11,500 FT WHEN THE ACFT BEGAN A SERIES OF OSCILLATIONS THAT LED TO THE ACFT DESCENDING AT A RATE OF 15,000 FPM. WITNESSES NEAR THE ACCIDENT SITE STATED THAT THEY SAW THE ACFT DESCEND OUT OF THE BOTTOM OF A LOW CLOUD CEILING WITH THE WINGS AND EMPENNAGE SEPARATING JUST PRIOR TO THE GROUND IMPACT. THE PILOT WAS NOT INSTRUMENT RATED.

## Probable Cause and Findings

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

## Findings

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Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation: CRUISE - NORMAL

### Findings

1. (F) PREFLIGHT BRIEFING SERVICE - INADEQUATE - ATC PERSONNEL(FSS)
2. (C) FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
3. (F) OVERCONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. WEATHER CONDITION - CLOUDS
5. WEATHER CONDITION - ICING CONDITIONS
6. WEATHER CONDITION - TURBULENCE IN CLOUDS
7. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
8. (C) VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
9. (C) LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

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Occurrence #2: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: CRUISE - NORMAL

### Findings

10. (C) AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
11. SPATIAL DISORIENTATION - PILOT IN COMMAND
12. (C) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
13. (C) AIRSPEED - EXCESSIVE - PILOT IN COMMAND

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Occurrence #3: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation: DESCENT - UNCONTROLLED

### Findings

14. WING - SEPARATION
15. (C) DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
16. FLIGHT CONTROL,STABILATOR - SEPARATION

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Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	39, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	02/11/1983
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	327 hours (Total, all aircraft), 151 hours (Total, this make and model), 266 hours (Pilot In Command, all aircraft), 55 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N8427A
<b>Model/Series:</b>	PA-32RT-301T PA-32RT-30	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	32R-8129096
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	08/18/1983, Annual	<b>Certified Max Gross Wt.:</b>	3600 lbs
<b>Time Since Last Inspection:</b>	150 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	675 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	TIO-540-S1AD
<b>Registered Owner:</b>	RAYMOND V. MACNEMAR	<b>Rated Power:</b>	300 hp
<b>Operator:</b>	RAYMOND V. MACNEMAR	<b>Operating Certificate(s) Held:</b>	

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	2 Miles
Lowest Ceiling:	Overcast / 500 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	NEW ORLEANS, LA (NEW)	Type of Flight Plan Filed:	None
Destination:	HICKORY, NC (HKY)	Type of Clearance:	VFR
Departure Time:	0906	Type of Airspace:	Class G

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	JOHN B DRAKE	Report Date:	
Additional Participating Persons:	GREG SALOTTOLO; WASHINGTON, DC CYNTHIA BOWMAN; ATLANTA, GA GENE SHERMAN; BIRMINGHAM, AL BEN COLEMAN; LAKELAND, FL		
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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).