



# National Transportation Safety Board Aviation Accident Data Summary

<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>Injuries:</b>	2 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## 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

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

## Findings

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

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

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

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	39
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<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>Engines:</b>	1 Reciprocating
<b>Operator:</b>	RAYMOND V. MACNEMAR	<b>Engine Manufacturer:</b>	LYCOMING
<b>Operating Certificate(s) Held:</b>		<b>Engine Model/Series:</b>	TIO-540-S1AD
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

### Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Instrument Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	, 0 ft msl	<b>Weather Information Source:</b>	Witness
<b>Lowest Ceiling:</b>	Overcast / 500 ft agl	<b>Wind Speed/Gusts, Direction:</b>	Calm / ,
<b>Temperature:</b>		<b>Visibility</b>	2 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	NEW ORLEANS, LA (NEW)	<b>Destination:</b>	HICKORY, NC (HKY)

## 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
Latitude, Longitude:			

## Administrative Information

Investigator In Charge (IIC):	JOHN B DRAKE	Adopted 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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