



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	SEWANEE, TN	<b>Accident Number:</b>	ATL84LA003
<b>Date &amp; Time:</b>	10/01/1983, 1810 CDT	<b>Registration:</b>	N8349Z
<b>Aircraft:</b>	PIPER PA-32-301	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	5 None

**Flight Conducted Under:** Part 91: General Aviation - Personal

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## Analysis

THE ACFT COLLIDED WITH TREES DURING LANDING ROLL. THE PLT HAS RECOUNTED SEVERAL VARIATIONS OF THE ACCIDENT FROM LOCKED BRAKES (PARKING) TO A FLAT LEFT TIRE WITH FULL RIGHT RUDDER TO MAINTAIN DIRECTIONAL CONTROL. THERE WAS A LEFT TIRE SKID MARK FROM TOUCHDOWN ACCORDING TO THE PLT. THE RIGHT TIRE LEFT A SKID MARK ALSO ABOUT 100 FT LATER. ACCORDING TO THE INSURANCE ADJUSTERS ACCOUNT THE PLT SAID HE DID NOT USE THE BRAKES DURING LANDING. ANOTHER WITNESS SAYS BOTH TIRES LEFT SKID MARKS STARTING 800 FT FROM THE RWY THRESHOLD.

## 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: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: LANDING - ROLL

#### Findings

1. (F) LANDING GEAR, TIRE - BURST
2. (C) BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND

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Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: LANDING - ROLL

#### Findings

3. (F) OBJECT - TREE(S)

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Instructor	<b>Age:</b>	33, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	01/16/1983
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	3082 hours (Total, all aircraft), 36 hours (Total, this make and model), 2706 hours (Pilot In Command, all aircraft), 134 hours (Last 90 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N8349Z
<b>Model/Series:</b>	PA-32-301 PA-32-301	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	32-8306008
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	01/26/1983, Annual	<b>Certified Max Gross Wt.:</b>	3400 lbs
<b>Time Since Last Inspection:</b>	211 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	211 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-540-K1G5
<b>Registered Owner:</b>	ARTHUR L. SPECK, SR.	<b>Rated Power:</b>	300 hp
<b>Operator:</b>	ARTHUR L. SPECK, SR.	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual 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:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 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:	27° C / -18° C
Precipitation and Obscuration:			
Departure Point:	DANVILLE, KY (DVK)	Type of Flight Plan Filed:	None
Destination:	SEWANEE, TN (UOS)	Type of Clearance:	None
Departure Time:	1705 EDT	Type of Airspace:	Class G

## Airport Information

Airport:	FRANKLIN COUNTY (UOS)	Runway Surface Type:	Asphalt
Airport Elevation:	1950 ft	Runway Surface Condition:	Dry
Runway Used:	24	IFR Approach:	None
Runway Length/Width:	3300 ft / 50 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

## 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):	PRESTON E HICKS	Report Date:	
Additional Participating Persons:			
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> .		

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