



National Transportation Safety Board Aviation Accident Final Report

Location:	NEW ORLEANS, LA	Accident Number:	FTW82DA260
Date & Time:	07/01/1982, 2200 CDT	Registration:	N125AC
Aircraft:	PIPER PA-39	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

PILOT STATED HE LOST POWER ON LEFT ENGINE DURING TAKEOFF SO HE ELECTED TO ABORT. THE ACFT LANDED HARD OFF THE END OF RUNWAY AND COLLAPSED ALL LANDING GEAR.

Probable Cause and Findings

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 - INITIAL CLIMB

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: HARD LANDING
Phase of Operation: TAKEOFF

Findings

2. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND

Occurrence #3: HARD LANDING
Phase of Operation: TAKEOFF

Factual Information

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	37, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	09/03/1981
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1109 hours (Total, all aircraft), 11 hours (Total, this make and model), 1064 hours (Pilot In Command, all aircraft), 28 hours (Last 90 days, all aircraft), 13 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N125AC
Model/Series:	PA-39 PA-39	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	39-113
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	84 Hours	Engines:	2 Reciprocating
Airframe Total Time:	6000 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	IO-320
Registered Owner:	ANTHONY W. HALL	Rated Power:	160 hp
Operator:	ANTHONY W. HALL	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Bright
Observation Facility, Elevation:	NEW, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	2240	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 25000 ft agl	Visibility	10 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	/ 0°C
Precipitation and Obscuration:			
Departure Point:	NEW ORLEANS, LA (NEW)	Type of Flight Plan Filed:	None
Destination:	NASSAU, BAHAMAS	Type of Clearance:	None
Departure Time:	2200	Type of Airspace:	

Airport Information

Airport:	LAKEFRONT (NEW)	Runway Surface Type:	Asphalt
Airport Elevation:	0 ft	Runway Surface Condition:	
Runway Used:	9	IFR Approach:	None
Runway Length/Width:	3094 ft / 75 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Report Date:	07/01/1983
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 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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).