



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	NEW ORLEANS, LA	<b>Accident Number:</b>	FTW82DA260
<b>Date &amp; Time:</b>	07/01/1982, 2200 CDT	<b>Registration:</b>	N125AC
<b>Aircraft:</b>	PIPER PA-39	<b>Injuries:</b>	3 None
<b>Flight Conducted Under:</b>	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

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  
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Occurrence #2: HARD LANDING  
Phase of Operation: TAKEOFF

Findings  
2. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND  
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Occurrence #3: HARD LANDING  
Phase of Operation: TAKEOFF

## Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	37
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>		<b>Instructor Rating(s):</b>	Airplane Single-engine
<b>Flight Time:</b>	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	Engines:	2 Reciprocating
Operator:	ANTHONY W. HALL	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:		Engine Model/Series:	IO-320
Flight Conducted Under:	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Bright
Observation Facility, Elevation:	NEW, 0 ft msl	Weather Information Source:	Unknown
Lowest Ceiling:	Unknown / 0 ft agl	Wind Speed/Gusts, Direction:	3 knots / , 210°
Temperature:		Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	NEW ORLEANS, LA (NEW)	Destination:	NASSAU, BAHAMAS

## Airport Information

Airport:	LAKEFRONT (NEW)	Runway Surface Type:	Asphalt
Runway Used:	9	Runway Surface Condition:	
Runway Length/Width:	3094 ft / 75 ft		

## 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
Latitude, Longitude:			

## Administrative Information

Investigator In Charge (IIC):	Adopted Date:	07/01/1983
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.