



National Transportation Safety Board Aviation Accident Data Summary

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|--------------------------------|--------------------------------------|-------------------------|------------|
| Location: | Harrison, AR | Accident Number: | CEN14FA337 |
| Date & Time: | 07/02/2014, 0810 CDT | Registration: | N7762Y |
| Aircraft: | PIPER PA30 | Injuries: | 1 Serious |
| Flight Conducted Under: | Part 91: General Aviation - Personal | | |

Analysis

An airport security camera captured the pilot getting into the airplane, starting the engines, and taxiing for takeoff. No preflight inspection was recorded. About 2 minutes later, the camera and witnesses saw the airplane take off and immediately enter a gradual left turn about 400 feet above the ground. The bank angle increased to about 90 degrees before the airplane's right wing dropped, and the airplane disappeared from view. Examination of the left engine revealed water in the fuel flow divider, fuel injectors, engine-driven fuel pump, and selector valve fuel bowl. A sample taken from the fuel truck was tested and contained no water or contaminants. It is likely that, due to water in the fuel, the left engine lost power, which resulted in the airplane turning to the left. The pilot did not quickly and appropriately configure the airplane for one-engine flight, which resulted in a loss of control.

Flight Events

Initial climb - Fuel contamination
Initial climb - Loss of engine power (total)
Initial climb - Loss of control in flight
Uncontrolled descent - Collision with terr/obj (non-CFIT)

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's loss of control of the airplane during initial climb because he failed to correctly compensate for the loss of power in the left engine. Contributing to the accident was water contamination in the fuel and the lack of an adequate preflight inspection by the pilot.

Findings

Aircraft-Aircraft oper/perf/capability-Performance/control parameters-(general)-Not attained/maintained - C
Aircraft-Fluids/misc hardware-Fluids-Fuel-Fluid condition - F
Personnel issues-Action/decision-Action-Lack of action-Pilot - C
Personnel issues-Task performance-Inspection-Preflight inspection-Pilot - F

Pilot Information

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|----------------------------------|--|------------------------------|------------------------|
| Certificate: | Airline Transport; Flight Instructor; Commercial | Age: | 66 |
| Airplane Rating(s): | Multi-engine Land; Single-engine Land; Single-engine Sea | Instrument Rating(s): | Airplane |
| Other Aircraft Rating(s): | None | Instructor Rating(s): | Airplane Single-engine |
| Flight Time: | (Estimated) 11500 hours (Total, all aircraft) | | |

Aircraft and Owner/Operator Information

| | | | |
|---|--------------------------------------|-----------------------------|-----------------|
| Aircraft Manufacturer: | PIPER | Registration: | N7762Y |
| Model/Series: | PA30 | Engines: | 2 Reciprocating |
| Operator: | George A. Atiyeh | Engine Manufacturer: | Lycoming |
| Air Carrier Operating Certificate: | None | Engine Model/Series: | IO-320-B1A |
| Flight Conducted Under: | Part 91: General Aviation - Personal | | |

Meteorological Information and Flight Plan

| | | | |
|---|----------------------------------|-------------------------------------|------------------------------|
| Observation Facility, Elevation: | KHRO, 1365 ft msl | Weather Information Source: | Weather Observation Facility |
| Conditions at Accident Site: | Visual Conditions | Lowest Ceiling: | None |
| Condition of Light: | Day | Wind Speed/Gusts, Direction: | 6 knots, 320° |
| Temperature: | 21° C / 18° C | Visibility | 10 Miles |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | Harrison, AR (HRO) | Destination: | |

Airport Information

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|-----------------------------|--------------------|----------------------------------|---------|
| Airport: | Boone County (HRO) | Runway Surface Type: | Asphalt |
| Runway Used: | 36 | Runway Surface Condition: | Dry |
| Runway Length/Width: | 6161 ft / 150 ft | | |

Wreckage and Impact Information

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|----------------------------|-----------|----------------------------|-------------|
| Crew Injuries: | 1 Serious | Aircraft Damage: | Substantial |
| Passenger Injuries: | N/A | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |

Administrative Information

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|--------------------------------------|---|----------------------|------------|
| Investigator In Charge (IIC): | Arnold W Scott | Adopted Date: | 11/17/2014 |
| Investigation Docket: | http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=89595 | | |

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.