



# National Transportation Safety Board Aviation Accident Preliminary Report

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<b>Location:</b>	Tallahassee, FL	<b>Accident Number:</b>	ERA20LA290
<b>Date &amp; Time:</b>	08/19/2020, 1215 EDT	<b>Registration:</b>	N4089R
<b>Aircraft:</b>	Piper PA32	<b>Injuries:</b>	1 Minor, 2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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On August 19, 2020, about 1215 eastern daylight time, a Piper PA-32-300, N4089R, was substantially damaged when it was involved in an accident at Tallahassee International Airport (TLH), Tallahassee, Florida. The private pilot incurred minor injuries and the two passengers were not injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

According to the pilot, he performed a preflight inspection of the airplane with no anomalies noted and loaded the airplane for the flight. He knew that the airplane had about 60 gallons of fuel on board, since he flew a trip the previous week and used the fuel out of the left main tank, he performed the engine run-up and takeoff with the right main fuel tank selected. The engine started up, ran without issue, until the engine run-up when it "backfired." The pilot continued to perform the engine run-up by checking the magnetos and letting the engine continue to run, and no other issues were noted.

The pilot took the runway and increased the engine power to the takeoff setting, the airspeed increased to 70 mph and he pulled back on the yoke to takeoff. After the airplane departed the runway, the pilot noticed that the engine did not indicate full rpm. He also noted that the engine was not producing any power. Since the airspeed was slow and close to the stall speed, the pilot attempted to descend in order to increase the airspeed, however, the airplane was "already stalling." It "pancaked" onto the runway and veered off the right side striking the visual approach lighting system with the right wing. During the accident sequence, the right wing incurred substantial damage.

After the accident, the pilot provided a weight and balance calculation for the flight, which revealed that the airplane was within load limits for the flight.

The airframe and engine were recovered and will be examined.

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N4089R
<b>Model/Series:</b>	PA32 300	<b>Aircraft Category:</b>	Airplane
<b>Amateur Built:</b>	No		
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	TLH, 68 ft msl	<b>Observation Time:</b>	1153 UTC
<b>Distance from Accident Site:</b>	1 Nautical Miles	<b>Temperature/Dew Point:</b>	28° C / 24° C
<b>Lowest Cloud Condition:</b>	Few / 5000 ft agl	<b>Wind Speed/Gusts, Direction:</b>	Calm / ,
<b>Lowest Ceiling:</b>	Broken / 20000 ft agl	<b>Visibility:</b>	10 Miles
<b>Altimeter Setting:</b>	29.91 inches Hg	<b>Type of Flight Plan Filed:</b>	IFR
<b>Departure Point:</b>	Tallahassee, FL (TLH)	<b>Destination:</b>	Fort Pierce, FL (FPR)

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	2 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Minor, 2 None	<b>Latitude, Longitude:</b>	30.409444, -84.358333 (est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Heidi Kemner
<b>Additional Participating Persons:</b>	Gregory Joy; FAA/FSDO; Tampa, FL
<b>Note:</b>	The NTSB did not travel to the scene of this accident.