

National Transportation Safety Board
Washington, DC 20594

Printed on : 04/02/2016 03:32:12 PM

Brief of Accident

Adopted

ATL86FA208
File No. 1603 07/24/1986 RALEIGH ,NC Aircraft Reg No. N3643Q Time (Local): 08:45 EDT

Make/Model:	Piper/PA-60-600	Fatal	1	Serious	0	Minor/None	0
Engine Make/Model:	Lycoming / IO-540-K1J5	Crew	1	0	0		
Aircraft Damage:	Destroyed	Pass	1	0	0		
Number of Engines:	2						
Operating Certificate(s):	None						
Type of Flight Operation:	Personal						
Reg. Flight Conducted Under:	Part 91: General Aviation						

Last Depart. Point: Same as Accident/Incident Location
Destination: PAWTUCKET, RI
Airport Proximity: Off Airport/Airstrip

Condition of Light: Day
Weather Info Src: Weather Observation Facility
Basic Weather: Instrument Conditions
Lowest Ceiling: 400 Ft. AGL, Obscured
Visibility: 1.00 SM
Wind Dir/Speed: 040 / 006 kts
Temperature (°C): 24
Precip/Obscuration:

Pilot-in-Command Age: 48

Flight Time (Hours)

Certificate(s)/Rating(s)
Private; Multi-engine Land

Total All Aircraft: 4518
Last 90 Days: 97
Total Make/Model: 1954
Total Instrument Time: 534

Instrument Ratings
Airplane

*** Note: NTSB investigators either traveled in support of this investigation or conducted a significant amount of investigative work without any travel, and used data obtained from various sources to prepare this aircraft accident report. ***

THE PLT WAS ISSUED RWY 5, 7,500', FOR IFR DEPARTURE WITH FAVORING 4 KT QUARTERING HEADWIND. PLT REQUESTED RWY 14, 4,498', FOR TAKEOFF WITH A 4 KT QUARTERING TAILWIND. GROUND WITNESS AND CONTROL TOWER OBSERVED ACFT USE NEARLY ALL OF THE RWY ON TAKEOFF ROLL. AFTER AN ABRUPT ROTATION, THE CONTROLLER OBSERVED ACFT YAW TO LEFT AND MAKE A LOW ALT LEFT TURN. SECONDS LATER THE ACFT RAPIDLY DESCENDED INTO TREES AND CAUGHT FIRE. THE LEFT PROPELLER WAS FOUND IN THE FEATHERED POSITION AND THE LEFT ENGINE WAS CONSUMED BY A GROUND FIRE. THERE WAS NO EVIDENCE OF ANY INTERNAL ENGINE FAILURE. THE ENGINE TIME SMOH WAS 43 HRS. WITNESS HEARD THE ACFT TAKEOFF WITH A SERIES OF LOUD BACKFIRES 25 DAYS PRIOR TO THE ACCIDENT. INJECTOR NOZZLES ON THE RIGHT ENGINE WERE LEANED TO CORRECT THE PROBLEM AFTER 6 HRS OF OPERATION ONE WEEK LATER. THE PLTS LOG FAILED TO SHOW ANY RECENT TRAINING IN SINGLE ENGINE PROCEDURES.

Brief of Accident (Continued)

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Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: TAKEOFF

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED
 2. (C) WRONG RUNWAY - SELECTED - PILOT IN COMMAND
 3. (F) OVERCONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
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Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

4. (F) WEATHER CONDITION - LOW CEILING
 5. WEATHER CONDITION - TAILWIND
 6. (C) AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND
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Occurrence #3: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: DESCENT - UNCONTROLLED

Findings

7. OBJECT - TREE(S)
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Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

8. TERRAIN CONDITION - GROUND

Findings Legend: (C) = Cause, (F) = Factor