



National Transportation Safety Board Aviation Accident Final Report

Location:	BRYCEVILLE, FL	Accident Number:	MIA84FA265
Date & Time:	09/28/1984, 0811 EDT	Registration:	N74982
Aircraft:	PIPER PA-31-350	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal, 2 Serious
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

FLT DEPARTED IN INSTRUMENT METEOROLOGICAL CONDITIONS. AFTER DEPARTURE PLT FAILED TO MAINTAIN ASSIGNED HEADINGS SEVERAL TIMES AND HAD TO BE CORRECTED BY ATC. AFTER 15 MINS OF FLIGHT THE PLT REPORTED HE WAS HAVING PROBLEMS WITH THE RIGHT ENGINE AND WOULD LIKE TO RETURN TO THE ARPT. ATC ADVISED THE PLT THAT CRAIG ARPT WAS AVAILABLE AND WAS CURRENTLY REPORTING VFR CONDITIONS. PLT STATED HE WANTED TO GO TO JAX INT'L BECAUSE THE 4000 FT RWY AT CRAIG WAS NOT LONG ENOUGH. JAX INT'L WAS REPORTING IFR CONDITIONS. THE PLT CONTINUED TO HAVE TROUBLE HOLDING HEADINGS WHILE BEING VECTORED FOR AN ILS APCH. WHILE IN THE DOWNWIND POSITION FOR THE APCH THE PLT ASKED ATC, 'HOW FAR IS 982 FROM LANDING?' AS THE ACFT WAS TURNED ONTO THE LOCALIZER THE PLT CALLED AND STATED HE HAD LOST CONTROL AND WAS IN A SPIN. POST CRASH INSPECTION OF THE RIGHT ENGINE REVEALED THE #5 CYLINDER HAD DETONATED UNTIL A HOLE WAS BURNED IN THE PISTON. ADDITIONALLY THE #5 AND #6 RODS HAD BURN DAMAGE AND THE #6 ROD BOLTS HAD FAILED IN OVERLOAD.

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(PARTIAL) - MECH FAILURE/MALF
Phase of Operation: CLIMB - TO CRUISE

Findings

1. (F) ENGINE ASSEMBLY,PISTON - BURNED
2. (F) ENGINE ASSEMBLY,CONNECTING ROD - BURNED
3. (C) ENGINE ASSEMBLY,CONNECTING ROD - DISCONNECTED

Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Findings

4. (F) WEATHER CONDITION - LOW CEILING
5. (F) WEATHER CONDITION - FOG
6. (F) PROPELLER FEATHERING - NOT PERFORMED - PILOT IN COMMAND
7. (F) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
8. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
9. (C) AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND
10. STALL/SPIN - UNCONTROLLED - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Private	Age:	46, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	06/08/1983
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	800 hours (Total, all aircraft), 30 hours (Total, this make and model), 30 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N74982
Model/Series:	PA-31-350 PA-31-350	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	31745134
Landing Gear Type:	Retractable - Tricycle	Seats:	7
Date/Type of Last Inspection:	02/10/1984, Annual	Certified Max Gross Wt.:	7000 lbs
Time Since Last Inspection:	30 Hours	Engines:	2 Reciprocating
Airframe Total Time:	3444 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	TIO-540-J2BD
Registered Owner:	GRAHAM DENDALL AIRCRAFT SALES	Rated Power:	350 hp
Operator:	RONALD KALDOR	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	JAX, 30 ft msl	Distance from Accident Site:	13 Nautical Miles
Observation Time:	0809 EDT	Direction from Accident Site:	60°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	1 Miles
Lowest Ceiling:	Overcast / 700 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	15 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	60°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	-18°C / -18°C
Precipitation and Obscuration:			
Departure Point:	JACKSONVILLE, FL (JAX)	Type of Flight Plan Filed:	IFR
Destination:	BAHAMAS, OF (MTEG)	Type of Clearance:	IFR
Departure Time:	0739 EDT	Type of Airspace:	Class E; TRSA

Airport Information

Airport:	JACKSONVILL INTERNATIONAL (JAX)	Runway Surface Type:	Asphalt
Airport Elevation:	30 ft	Runway Surface Condition:	Wet
Runway Used:	7	IFR Approach:	ILS
Runway Length/Width:	8000 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	2 Serious	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal, 2 Serious	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	JEFFREY L KENNEDY	Report Date:	
Additional Participating Persons:	ROBERT BOOB; VERO BEACH, FL JAMES W HALL; LAKELAND, FL		
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/ .		

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