



National Transportation Safety Board Aviation Accident Final Report

Location:	FORT MYERS, FL	Accident Number:	MIA94LA037
Date & Time:	12/07/1993, 1530 EST	Registration:	N4391C
Aircraft:	PIPER PA-46-301P	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Minor, 3 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE PILOT STATED THAT HE WAS ATTEMPTING A TAKEOFF ON A 2,700 FOOT SOD RUNWAY AND HIT A SOFT SPOT WHICH DECREASED HIS GOUNDSPEED BY 15 TO 20 MILES PER HOUR. HE CONTINUED THE TAKEOFF ATTEMPT AND STRUCK TREES AT THE END OF THE RUNWAY. THE AIRPLANE FELL TO THE GROUND AND BURST INTO FLAMES.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE FAILURE OF THE PILOT-IN-COMMAND TO ABORT THE TAKEOFF. A CONTRIBUTING FACTOR WAS THE SOFT CONDITION OF THE RUNWAY SURFACE.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (F) TERRAIN CONDITION - SOFT
 2. (C) ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
 3. OBJECT - TREE(S)
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

On December 7, 1993, about 1530, eastern standard time, N4391C, a Piper PA-46-301P, registered to Daniel G. Maloney crashed on takeoff attempt at Fort Myers, Florida, while initiating a 14 CFR Part 91 personal flight. Visual meteorological conditions prevailed and no flight plan was filed. The airplane was destroyed and the pilot and four passengers reported minor injuries. The flight was originating at the time of the accident.

The pilot stated that he was attempting to take off on a 2,700-foot sod runway and hit a soft spot about half way on the takeoff roll. He stated he did not abort the takeoff but continued. As the airplane lifted off, both wings hit trees and the airplane fell to the ground and burst into flames. The pilot and all the passengers evacuated the airplane immediately without receiving thermal injuries.

Pilot Information

Certificate:	Commercial	Age:	37, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	12/11/1991
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	3700 hours (Total, all aircraft), 125 hours (Total, this make and model), 3600 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N4391C
Model/Series:	PA-46-301P PA-46-301P	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	46-8508053
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	4100 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	TIO-520-EB
Registered Owner:	MALONEY, DANIEL G.	Rated Power:	310 hp
Operator:	WYATT, JAMES F.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	FMY, 10 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1555 EST	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 25000 ft agl	Visibility	7 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	26° C / 12° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:	MIAMI, FL (TMB)	Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class G

Airport Information

Airport:	MORNING STAR	Runway Surface Type:	Grass/turf
Airport Elevation:	10 ft	Runway Surface Condition:	Soft
Runway Used:	9	IFR Approach:	None
Runway Length/Width:	2675 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Minor, 1 None	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Minor, 2 None	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor, 3 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	ANDREW A ALSTON	Report Date:	09/13/1994
Additional Participating Persons:			
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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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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).