



IIC's SUMMARY OF FINDINGS

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NTSB Accident Number: CEN12FA088 – N6485L, Piper PA-31 at New Orleans, LA

On November 30, 2011, the investigator-in-charge (IIC) conducted an on-site limited exam of the wreckage. Also participating and assisting were: Inspector Albert Terry and Inspector Richard S. Gordon from the Federal Aviation Administration (FAA) Baton Rouge Flight Standards District Office, Baton Rouge, Louisiana; and Air Safety Investigator Ron Maynard, Piper Aircraft, Inc., Vero Beach, Florida.

Ground scars and impact marks show the airplane first impacted with a left side load about 300 feet south of the north end of the runway 18L and slightly to the left of the runway center line.

The airplane exited the left edge of the runway surface and impacted obstructions in the grassy area to the east of runway 18L. The taxiway sign at taxiway K was damaged and the ground scars continued in the grass on the east side of runway 18L to other damaged obstructions near taxiway J. The ground scars show the airplane then crossed runway 18L and came to rest in the grassy area to the west of runway 18L and to the east taxiway B with the nose oriented to 288 degrees. The total distance from first impact to final resting location was estimated to be about 2,500 feet.

The airplane wreckage was examined:

Damage was evident primarily to the to the airplane's right side and corresponded to damage found on illuminated airport taxiway signage and runway and taxiway lighting near taxiway K and taxiway J. There were impact indentations on the bottom left side of the aft fuselage. The right main landing gear outboard door was impact damaged and partially separated from the landing gear housing. Both the right and left fiberglass wing tips exhibited gel-coat cracks. The right flap had minor impact damage. There was damage to the right engine cowling and damage to the right propeller. Both blades were loose in the propeller hub. The cockpit instruments were documented.

An unmarked piece of luggage was found in the cabin. It was not labeled or marked, but based on the clothing inside the IIC identified the luggage as probably belonging to the pilot. The luggage was examined and found to contain: a 1-week pill organizer containing medications later identified as Amlodipine 5 mg; Aspirin 325 mg. Lisinopril 20 mg; and Yellow Translucent Gel Caps with an unknown liquid inside. Also observed was one bottle of Kroger Brand Extra Strength Pain relief PM containing Acetaminophen and Diphenhydramine.

Also in the unmarked luggage a plastic baggie was observed which contained an unmeasured amount of white crystals. Local law enforcement officers responded to the scene and used a police field test kit. They reported that the field test positively identified the crystals as methamphetamine, commonly known as “crystal meth”. Other law enforcement officers arrived, visually confirmed the substance and took it into their custody.

The postaccident examination of the airframe and engine revealed no evidence of mechanical malfunctions or failures that would have precluded normal operation.

A handheld Garmin GPSMap 295 and a GeoPilot AvMap were removed from the wreckage for further examination. That examination is further detailed in the specialist’s report which attached as a separate Docket item.



Figure 1 – Showing location of first impacts and the final resting location.

On-scene Cockpit Documentation:

Pilot's Clock	3:37 (clock stopped)	
Airspeed,	0 (pilot side)	0 (co-pilot side)
Pilot's Altimeter	30.30 - indicated altitude	060 feet
Turn needle	level (pilot side)	level (co-pilot side)
DG Compass Card	268 (pilot side)	124 (co-pilot side)
Rate of climb	0 (pilot side)	0 (co-pilot side)
#1 OBS selected course	181	
#2OBS selected course	094	
Autopilot	HDG	
Autopilot trim	OFF	
Autopilot Selector	Nav 1	
Cabin Seats (4 total)	2 Forward Facing L & R +	2 Aft Facing L & R
Toilet Seat	1 L Side – Aft of entry door –	(Toilet Seat was <u>not</u> belted)

Electrical Switches:

Rotating beacon:	ON
All other light switches :	OFF
Circuit breakers:	All IN
Alternator field switches:	ON (left and right)
Voltmeter select:	MAIN
Master Switch:	OFF
Parking Brake:	OFF
Landing gear selector Lever:	DOWN
Avionics Master Switch:	ON
Radio Dimmer	Full Bright
Fuel pumps L engine	L & R Pumps both OFF
Fuel pumps R engine	L & R Pumps both OFF
Mags L & R Engines:	L & R Mags both ON
Overhead dimmer	50%

Manifold Pressure:	L Eng - 30.0	R Eng - 30.0
Cyl Temp:	L Eng - below 100 degrees F	R Eng - below 100 degrees F
Eng Oil Temp:	L Eng - below 50 degrees F	R Eng - below 100 degrees F
Eng Oil Pressure:	L Eng - about 5 PSI	R Eng - about 5 PSI
Engine Fuel Pressure:	L Eng - 0 PSI	R Eng - 0 PSI
Engine RPMs:	L Eng - 0 RPM	R Eng - 0 RPM
Wing flap lever:	Selected Up	
Heater:	Set to fan	
Co-pilot's clock	07:30 (clock stopped)	
Hobbs meter	1497.9	
O2 Handle;	Pushed In	
O2 supply PSI	750 PSI	
Cabin Exhaust:	ON	
Co-Pilot's Altimeter	30.45 - indicated altitude	240 feet

Cowl Flaps	L Engine – closed	R Engine - closed
Cowl Flap Switches	L Engine – neutral position	R Engine – neutral position
ADF freq selected	690	
Northstar GPS-80	(not examined)	
Transponder:	1200 & Alt	
Handheld GPS device	Garmin GPSMap 295 was retrieved and sent to NTSB Recorders Lab	
Handheld GPS device	GeoPilot AvMap was retrieved and sent to NTSB Recorders Lab	
	(w/ Batt Power OFF)	(w/ Batt Power ON)
Fuel gauges	L Tank 1/4 R Tank 1/2	L Tank zero - R Tank zero
Pitch trim	5% NOSE UP	
Rudder trim	99% left	?
Roll trim	90% left	?
Audio Panel	Microphone selected on “Com 2”	
# 1 Narco Mk 12D Comm	(volume knob at 11 oclock)	121.50 active - 121.90 standby
# 1 Narco Mk 12D Nav		115.50 active - 110.50 standby
# 2 King KX 155 Comm	(volume knob at 10:30 oclock)	123.00 active - 122.80 standby
# 2 King KX 155 Nav		113.70 active - 112.40 standby

(end)