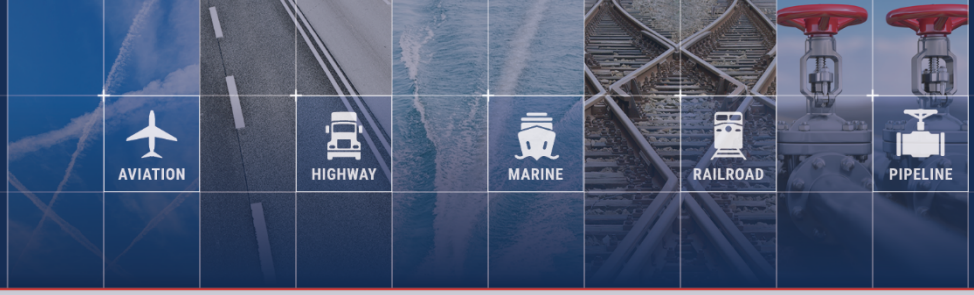

Aviation Investigation Final Report

Location:	PITTSBURG, Kansas	**Accident Number:**	CHI96LA101
Date & Time:	March 1, 1996, 18:00 Local	**Registration:**	N95394
Aircraft:	Piper PA-28-140	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot stated that she and her passenger became incapacitated after takeoff. The airplane impacted the terrain. Both occupants were hospitalized for observation and testing for carbon monoxide. Tests were positive for carbon monoxide. A subsequent examination of the muffler system found holes in the muffler. An annual inspection had been performed 4 flight-hours prior to the accident, on 2/20/96.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: an inadequate annual inspection by maintenance personnel, a deteriorated muffler, and pilot incapacitation due to carbon monoxide.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: CLIMB

Findings
1. (C) EXHAUST SYSTEM,MUFFLER - DETERIORATED
2. (C) MAINTENANCE,ANNUAL INSPECTION - INADEQUATE - OTHER MAINTENANCE PERSONNEL
3. (C) INCAPACITATION(CARBON MONOXIDE) - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

On March 1, 1996, at 1800 central standard time, a Piper PA-28-140, N95394, registered to an individual and operated by a private pilot, impacted the terrain shortly after takeoff from Atkinson Municipal Airport, Pittsburg, Kansas. The airplane sustained substantial damage. The pilot and one passenger reported no injuries. The local flight was operating in visual meteorological conditions. No flight plan was on file. The flight was on departure at the time of the accident.

The pilot stated that both she and her passenger experienced periods of incapacitation during the accident sequence. Although neither occupant of the airplane sustained any injuries due to the impact both were hospitalized for observation and testing for carbon monoxide. The tests were positive and the results are attached to this report.

Subsequent to the accident an examination of the exhaust system of the accident airplane was conducted. Three holes were found in the exterior of the muffler shroud. When removed, additional holes were found in the muffler itself. An annual inspection of the airplane had been conducted four hours prior to the accident on February 20, 1996.

Pilot Information

Certificate:	Private	**Age:**	51,Female
Airplane Rating(s):	Single-engine land	**Seat Occupied:**	Left
Other Aircraft Rating(s):	None	**Restraint Used:**	
Instrument Rating(s):	None	**Second Pilot Present:**	No
Instructor Rating(s):	None	**Toxicology Performed:**	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	**Last FAA Medical Exam:**	February 27, 1996
Occupational Pilot:	UNK	**Last Flight Review or Equivalent:**	
Flight Time:	212 hours (Total, all aircraft), 120 hours (Total, this make and model), 1 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	**Registration:**	N95394
Model/Series:	PA-28-140 PA-28-140	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Normal; Utility	**Serial Number:**	28-25890
Landing Gear Type:	Tricycle	**Seats:**	4
Date/Type of Last Inspection:	February 20, 1996 Annual	**Certified Max Gross Wt.:**	2150 lbs
Time Since Last Inspection:	4 Hrs	**Engines:**	1 Reciprocating
Airframe Total Time:	2085 Hrs	**Engine Manufacturer:**	Lycoming
ELT:	Installed	**Engine Model/Series:**	O-320-E3D
Registered Owner:	JAMES A. & PARTICIA A. KIRBY	**Rated Power:**	150 Horsepower
Operator:		**Operating Certificate(s) Held:**	None
Operator Does Business As:		**Operator Designator Code:**	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:	JLN ,981 ft msl	**Distance from Accident Site:**	21 Nautical Miles
Observation Time:	17:50 Local	**Direction from Accident Site:**	130°
Lowest Cloud Condition:	Scattered / 7500 ft AGL	**Visibility**	15 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	16 knots / 23 knots	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	300°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	29 inches Hg	**Temperature/Dew Point:**	7°C / -9°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(PTS)	**Type of Flight Plan Filed:**	None
Destination:		**Type of Clearance:**	None
Departure Time:	00:00 Local	**Type of Airspace:**	Class G

Airport Information

Airport:		**Runway Surface Type:**	
Airport Elevation:		**Runway Surface Condition:**	
Runway Used:	0	**IFR Approach:**	None
Runway Length/Width:		**VFR Approach/Landing:**	None

Wreckage and Impact Information

Crew Injuries:	1 None	**Aircraft Damage:**	Substantial
Passenger Injuries:	1 None	**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	2 None	**Latitude, Longitude:**	37.409931,-94.689804(est)

Administrative Information

Investigator In Charge (IIC):	Wilson, Stephen
Additional Participating Persons:	KATHLEEN PERSON; WICHITA , KS
Original Publish Date:	November 25, 1996
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=10203

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, "accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties … and are not conducted for the purpose of determining the rights or liabilities of any person" (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB's statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available here.