



Aviation Investigation Final Report

Location:	LINDSTROM, Minnesota	Accident Number:	CHI91LA027
Date & Time:	November 14, 1990, 16:30 Local	Registration:	N653AA
Aircraft:	PIPER PA-23-250	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT SAID THAT WHILE PRACTICING SLOW FLIGHT, THE LEFT ENGINE LOST POWER AND THE PROPELLER WENT INTO FEATHER. AFTER SEVERAL ATTEMPTS TO RESTART THE LEFT ENGINE, WHILE UNABLE TO MAINTAIN ALTITUDE, AN EMERGENCY LANDING WAS MADE IN A SOFT, FARM FIELD. THE GEAR DOWN LANDING RESULTED IN SUBSTANTIAL DAMAGE TO THE WINGS, LANDING GEAR, AND PROPELLER. POST-ACCIDENT INSPECTION OF THE AIRPLANE AND ENGINE FAILED TO REVEAL THE REASON FOR THE POWER LOSS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: LEFT ENGINE FAILURE FOR AN UNDETERMINED REASON. A FACTOR RELATED TO THE ACCIDENT WAS: UNSUITABLE TERRAIN.

Findings

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

Findings
1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING

Findings

2. (F) TERRAIN CONDITION - NONE SUITABLE
3. (F) TERRAIN CONDITION - SOFT

Factual Information

Pilot Information

Certificate:	Commercial	Age:	32, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	December 8, 1989
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	2700 hours (Total, all aircraft), 137 hours (Total, this make and model), 2300 hours (Pilot In Command, all aircraft), 275 hours (Last 90 days, all aircraft), 88 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N653AA
Model/Series:	PA-23-250 PA-23-250	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	27-3943
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	October 30, 1990 100 hour	Certified Max Gross Wt.:	5200 lbs
Time Since Last Inspection:	20 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	7842 Hrs	Engine Manufacturer:	lycoming
ELT:	Installed	Engine Model/Series:	IO-540-C4B5
Registered Owner:		Rated Power:	250 Horsepower
Operator:	ARROWHEAD AIRWAYS INC.	Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:		Operator Designator Code:	AWRA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Dusk
Observation Facility, Elevation:	MPS ,841 ft msl	Distance from Accident Site:	40 Nautical Miles
Observation Time:	15:52 Local	Direction from Accident Site:	240°
Lowest Cloud Condition:	Unknown	Visibility	15 miles
Lowest Ceiling:	Broken / 25000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	14 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	21°C / -1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ST PAUL , MN (D97)	Type of Flight Plan Filed:	Company VFR
Destination:	BLAINE , MN (ANE)	Type of Clearance:	None
Departure Time:	16:00 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:	0 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	0 ft / 0 ft	VFR Approach/Landing:	Forced landing

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:	45.379623,-92.839813(est)

Administrative Information

Investigator In Charge (IIC): Hruban, John

Additional Participating Persons:

Original Publish Date: March 31, 1993

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=14955>

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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](#).