



# Aviation Investigation Final Report

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<b>Location:</b>	WYATT, Missouri	<b>Accident Number:</b>	CHI92LA167
<b>Date &amp; Time:</b>	June 9, 1992, 16:30 Local	<b>Registration:</b>	N1050X
<b>Aircraft:</b>	PIPER PA-34-200	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Ferry		

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## Analysis

THE ACCIDENT AIRPLANE COLLIDED WITH A DITCH DURING A FORCED LANDING. THE LANDING OCCURRED AFTER THE AIRPLANE SUSTAINED A PARTIAL LOSS OF POWER IN THE RIGHT ENGINE, FOLLOWED BY A TOTAL LOSS OF POWER IN THE LEFT ENGINE. THE UNREGISTERED AIRPLANE WAS BEING OPERATED AS A FERRY FLIGHT. THE PILOT STATED THAT THE RIGHT ENGINE BEGAN RUNNING ROUGH ABOUT 15 MINUTES INTO THE FLIGHT. ABOUT 15 MINUTES LATER THE LEFT ENGINE STOPPED. HE ATTEMPTED A RESTART AND WAS NOT SUCCESSFUL. HE REPORTED HE COULD NOT MAINTAIN ALTITUDE AND SELECTED A ROAD FOR LANDING. WHEN HE OBSERVED VEHICLES ON THE ROAD HE SELECTED AND ULTIMATELY LANDED IN A WHEAT FIELD. THE AIRPLANE STRUCK THE DITCH DURING THE LANDING ROLL. AFTER ACCIDENT INSPECTION OF THE AIRPLANE SHOWED A DEFECTIVE RIGHT MAGNETO ON THE RIGHT ENGINE. A DEFECTIVE DIAPHRAGM WAS DISCOVERED IN THE LEFT ENGINE THROTTLE BODY. A MAP REVIEW SHOWS THE PILOT OVERFLEW TWO SUITABLE AIRPORTS AFTER THE RIGHT ENGINE BEGAN RUNNING ROUGH.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: AN IMPROPER DECISION DURING FLIGHT WHEN THE PILOT IN COMMAND OVERFLEW TWO SUITABLE LANDING AREAS AFTER A PARTIAL POWER LOSS IN ONE ENGINE. THE MECHANICAL DEFICIENCIES IN THE ENGINES WERE FACTORS IN THE ENGINE.

## Findings

Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation: CRUISE - NORMAL

### Findings

1. 1 ENGINE
  2. (F) IGNITION SYSTEM,MAGNETO - FAILURE,PARTIAL
  3. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  4. (C) PRECAUTIONARY LANDING - NOT PERFORMED - PILOT IN COMMAND
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Occurrence #2: LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF  
Phase of Operation: CRUISE - NORMAL

### Findings

5. 1 ENGINE
  6. (F) FUEL INJECTION CONTROL/SYSTEM - FAILURE,TOTAL
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Occurrence #3: FORCED LANDING  
Phase of Operation: DESCENT - UNCONTROLLED

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Occurrence #4: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: LANDING - ROLL

### Findings

7. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial; Flight instructor	<b>Age:</b>	26, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine; Instrument airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	March 16, 1991
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1200 hours (Total, all aircraft), 15 hours (Total, this make and model), 50 hours (Last 90 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N1050X
<b>Model/Series:</b>	PA-34-200 PA-34-200	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	34-7250051
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	January 2, 2000 Unknown	<b>Certified Max Gross Wt.:</b>	3600 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>		<b>Engine Model/Series:</b>	IO-360-C1E6
<b>Registered Owner:</b>	REYNOLDS AVIATION INC.	<b>Rated Power:</b>	200 Horsepower
<b>Operator:</b>	EARLE AIRCRAFT	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Unknown	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Unknown	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	DEXTER , MO (DXE )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	HASTINGS , FL (80J )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	16:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	Forced landing

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	36.909019,-89.219558(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Bruce, William
<b>Additional Participating Persons:</b>	DAVID COOK; ST. ANN , MO JERRY BROWN; ST. ANN , MO GEORGE ERDEL; ORLANDO , FL
<b>Original Publish Date:</b>	September 28, 1993
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=15461">https://data.nts.gov/Docket?ProjectID=15461</a>

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