



Aviation Investigation Final Report

Location:	SEARCY, Arkansas	Accident Number:	FTW93LA170
Date & Time:	May 27, 1993, 11:45 Local	Registration:	N5272Y
Aircraft:	PIPER PA-23-250	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT STATED THAT AS HE WAS PASSING THROUGH 700 FEET MSL AFTER TAKEOFF, HE LOST POWER ON BOTH ENGINES AS HE ADJUSTED THE PROPELLERS. HE STATED THAT HE IMMEDIATELY 'PUSHED EVERYTHING FORWARD.' HE THEN TURNED BACK TOWARD THE AIRPORT WITH THE INTENT OF LANDING ON THE RUNWAY OR THE TAXIWAY; HOWEVER, BOTH WERE OCCUPIED BY AIRCRAFT. HE THEN ELECTED TO LAND GEAR DOWN IN AN OPEN PASTURE. THE NOSE GEAR COLLAPSED DURING THE LANDING ROLL.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: TOTAL POWER LOSS OF ENGINE POWER DUE TO UNDETERMINED REASONS. A FACTOR WAS THE UNSUITABLE TERRAIN.

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: TAKEOFF - INITIAL CLIMB

- Findings
1. ALL ENGINES
 2. (C) REASON FOR OCCURRENCE UNDETERMINED
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Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: NOSE GEAR COLLAPSED

Phase of Operation: LANDING - ROLL

Findings

3. LANDING GEAR, NOSE GEAR - OVERLOAD
4. TERRAIN CONDITION - ROUGH/UNEVEN
5. (F) TERRAIN CONDITION - NONE SUITABLE

Factual Information

On May 27, 1993, at approximately 1145 central daylight time, a Piper PA-23-250, N5272Y, was substantially damaged during a forced landing after experiencing a loss of engine power to both engines, while on initial climb from the Searcy, Arkansas, municipal airport. The airplane, flown by a private pilot, had just departed on what was to have been a business cross country flight. There was no flight plan filed and visual meteorological conditions prevailed throughout the area. The pilot, the sole occupant, was not injured.

The pilot stated that as he was passing through about 700 feet MSL, he lost power on both engines as he adjusted the propellers back to 2,400 RPM. He stated that he immediately "pushed everything forward to no avail." He then turned back toward the airport with the intention of landing on the runway or the taxiway. However, aircraft were on both and he elected to execute a forced landing to an open pasture, with the landing gear extended. During the landing roll the nose gear collapsed. The pilot stated that he never regained power on either engine. An inspection performed by a Federal Aviation Administration inspector revealed no anomalies in the engines or related systems.

Pilot Information

Certificate:	Private	Age:	49, Male
Airplane Rating(s):	Single-engine land; Multi-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 Unknown	Last FAA Medical Exam:	January 28, 1992
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	375 hours (Total, all aircraft), 255 hours (Total, this make and model), 325 hours (Pilot In Command, all aircraft), 4 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N5272Y
Model/Series:	PA-23-250 PA-23-250	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	27-2337
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	April 1, 1993 Annual	Certified Max Gross Wt.:	4800 lbs
Time Since Last Inspection:	1 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	2564 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-540-A1D5
Registered Owner:	FRIEDRICH ENTERPRISE, INC.	Rated Power:	250 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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	140°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	27°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:	CLARKSVILLE , AR (CZE)	Type of Clearance:	None
Departure Time:	11:45 Local	Type of Airspace:	Class G

Airport Information

Airport:	SEARCY MUNICIPAL MO7	Runway Surface Type:	
Airport Elevation:	270 ft msl	Runway Surface Condition:	
Runway Used:	19	IFR Approach:	None
Runway Length/Width:	5000 ft / 75 ft	VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	35.239234,-91.729072(est)

Administrative Information

Investigator In Charge (IIC):	Gamble, William
Additional Participating Persons:	B GLASS; LITTLE ROCK , AR
Original Publish Date:	June 30, 1994
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=18759

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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](#).