



Aviation Investigation Final Report

Location:	RAMON, New Mexico	Accident Number:	FTW83LA156
Date & Time:	March 15, 1983, 15:30 Local	Registration:	N1841P
Aircraft:	PIPER PA-22-150	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

THE FLT DEPARTED OKLAHOMA CITY, OK WITH EN ROUTE STOPS PLANNED AT AMARILLO, TX TUCUMCARI, NM. AT TUCUMCARI, THE OCCUPANTS FOUND THEMSELVES 'STAGGERING A LITTLE' & CONCLUDED THIS WAS FROM EXPOSURE TO HI ALT (EN ROUTE 6500 FT, TUCUMCARI, 4065 FT). AFTER LEVELING AT 9600 FT ON THE NEXT LEG OF THE PLT, THE RGT FNT SEAT OCCUPANT BECAME NAUSEOUS, VOMITED & FELL ASLEEP. THE PLT BEGAN FEELING SLEEPY & PASSED OUT (FROM CARBON MONOXIDE). THE ACFT BEGAN A CIRCLING DESCENT & EFFORTS BY THE BACK SEAT OCCUPANTS TO REVIVE THOSE IN THE FNT SEATS WERE UNSUCCESSFUL, EXCEPT BRIEFLY, WHEN THE PLT ASKED 'WHERE IS THE RWY.' A 15 YR OLD PASSENGER IN THE BACK SEAT TOOK CONTROL OF THE ACFT BY REACHING BETWEEN THE SEATS, BUT THE ACFT HIT A FENCE DURING AN EMERGENCY FLARE-TOUCHDOWN. MULTIPLE EXHAUST CRACKS/LEAKS WERE FOUND IN THE HEATER-MUFFLER. THE ACFT HAD RECENT ANNUAL & 100 HR INSPECTIONS. THE MECHANICS REPORTED, EXHAUST AD/INSPECTIONS WERE MADE. THE OWNER HAD PERFORMED SOME OF HIS OWN MAINTENANCE, BUT HAD ALLOWED OPERATION WITH SEVERAL DISCREPANCIES.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation: OTHER

Findings

1. (F) MAINTENANCE - INADEQUATE - COMPANY/OPERATOR MANAGEMENT
2. (C) EXHAUST SYSTEM,MUFFLER - CRACKED
3. (F) MAINTENANCE,ANNUAL INSPECTION - INADEQUATE - OTHER MAINTENANCE PERSONNEL
4. (F) MAINTENANCE,100-HOUR INSPECTION - INADEQUATE - OTHER MAINTENANCE PERSONNEL
5. (F) MAINTENANCE,COMPLIANCE WITH AD - IMPROPER - OTHER MAINTENANCE PERSONNEL

Occurrence #2: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: CRUISE - NORMAL

Findings

6. (C) FUSELAGE,CREW COMPARTMENT - FUMES
7. AIRCRAFT HANDLING - NOT POSSIBLE - PILOT IN COMMAND
8. (C) INCAPACITATION(CARBON MONOXIDE) - PILOT IN COMMAND

Occurrence #3: FORCED LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

9. AIRCRAFT HANDLING - PERFORMED - PASSENGER

Occurrence #4: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

10. (F) OBJECT - FENCE

Factual Information

Pilot Information

Certificate:	Private	Age:	62, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3 Expired	Last FAA Medical Exam:	April 12, 1979
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1750 hours (Total, all aircraft), 100 hours (Total, this make and model), 1700 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N1841P
Model/Series:	PA-22-150 PA-22-150	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	22-2621
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	December 5, 1982 Annual	Certified Max Gross Wt.:	1840 lbs
Time Since Last Inspection:	14 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1375 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	O-320-A1A
Registered Owner:	JIMMY R. MERRIL	Rated Power:	150 Horsepower
Operator:	KENNETH EARL WELLS	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:	ROW ,3669 ft msl	Distance from Accident Site:	53 Nautical Miles
Observation Time:	14:50 Local	Direction from Accident Site:	165°
Lowest Cloud Condition:	Unknown	Visibility	40 miles
Lowest Ceiling:	Broken / 5000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	17°C / -7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	TUCUMCARI , NM (TCC)	Type of Flight Plan Filed:	None
Destination:	BELLEN , NM (E80)	Type of Clearance:	None
Departure Time:	14:30 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:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	33.640586,-104.380935(est)

Administrative Information

Investigator In Charge (IIC): Roth, F.

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=20837>

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](#).