



Aviation Investigation Final Report

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| Location: | FLORENCE, Arizona | Accident Number: | LAX93LA074 |
| Date & Time: | December 23, 1992, 15:00 Local | Registration: | N9436D |
| Aircraft: | PIPER PA-22-20 | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 3 Minor |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

A PIPER PA-22-20 COLLIDED WITH TREES AFTER A REPORTED PARTIAL LOSS OF ENGINE POWER. THE PILOT REPORTED THE AIRPLANE LOST ENGINE POWER WHILE CRUISING ABOUT 1,000 FEET ABOVE GROUND LEVEL. THE PILOT SELECTED A LONG FLAT FIELD AS AN EMERGENCY LANDING AREA. THE PILOT STATED THAT HE LANDED BEYOND HIS DESIRED TOUCHDOWN POINT AND ELECTED TO GO-AROUND. THE AIRPLANE LIFTED OFF, BUT STRUCK SOME TREES AT THE END OF THE FIELD WHEN IT DID NOT ATTAIN SUFFICIENT ALTITUDE TO CLEAR THEM. THE AIRPLANE'S ENGINE WAS EXAMINED BY AN AIRFRAME AND POWERPLANT MECHANIC (A&P). THE A&P DID NOT FIND ANY EVIDENCE OF MECHANICAL FAILURE OR MALFUNCTION THAT WOULD HAVE CONTRIBUTED TO THE LOSS OF POWER AS DESCRIBED BY THE PILOT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S POORLY PLANNED APPROACH; HIS FAILURE TO ATTAIN THE PROPER TOUCH DOWN POINT; AND, DELAY IN EXECUTING A GO-AROUND. CONTRIBUTING TO THIS ACCIDENT WAS THE PARTIAL LOSS OF POWER FOR UNDETERMINED REASONS.

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: CRUISE - NORMAL

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: LANDING - ABORTED

Findings

2. OBJECT - TREE(S)

3. (C) PLANNED APPROACH - POOR - PILOT IN COMMAND

4. (C) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND

5. (C) GO-AROUND - DELAYED - PILOT IN COMMAND

Factual Information

Pilot Information

| | | | |
|----------------------------------|---|--|-------------------|
| Certificate: | Private | Age: | 41, Male |
| Airplane Rating(s): | Single-engine land | Seat Occupied: | Left |
| Other Aircraft Rating(s): | None | Restraint Used: | |
| Instrument Rating(s): | None | Second Pilot Present: | Yes |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Class 3 Valid Medical-w/ waivers/lim | Last FAA Medical Exam: | September 4, 1991 |
| Occupational Pilot: | UNK | Last Flight Review or Equivalent: | |
| Flight Time: | 193 hours (Total, all aircraft), 47 hours (Total, this make and model), 175 hours (Pilot In Command, all aircraft), 26 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

| | | | |
|--------------------------------------|--------------------------|---------------------------------------|-----------------|
| Aircraft Make: | PIPER | Registration: | N9436D |
| Model/Series: | PA-22-20 PA-22-20 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | 22 6410 |
| Landing Gear Type: | Tailwheel | Seats: | 4 |
| Date/Type of Last Inspection: | January 2, 2000 Annual | Certified Max Gross Wt.: | 2000 lbs |
| Time Since Last Inspection: | | Engines: | 1 Reciprocating |
| Airframe Total Time: | | Engine Manufacturer: | LYCOMING |
| ELT: | Installed, not activated | Engine Model/Series: | O-320-B |
| Registered Owner: | OFFERMAN, HARLEY J. | Rated Power: | 100 Horsepower |
| Operator: | OFFERMAN, HARLEY J. | Operating Certificate(s) Held: | None |
| Operator Does Business As: | | Operator Designator Code: | |

Meteorological Information and Flight Plan

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|---|----------------------------------|---|-------------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | CGZ ,1462 ft msl | Distance from Accident Site: | 22 Nautical Miles |
| Observation Time: | 15:36 Local | Direction from Accident Site: | 232° |
| Lowest Cloud Condition: | Scattered / 25000 ft AGL | Visibility | 30 miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | 6 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 330° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 30 inches Hg | Temperature/Dew Point: | 19°C / 3°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | MESA , AZ (FFZ) | Type of Flight Plan Filed: | None |
| Destination: | TUCSON , AZ (RYN) | Type of Clearance: | None |
| Departure Time: | 13:30 Local | Type of Airspace: | Class G |

Airport Information

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|-----------------------------|---|----------------------------------|----------------|
| 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

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|----------------------------|---------|-----------------------------|-------------|
| Crew Injuries: | 1 Minor | Aircraft Damage: | Substantial |
| Passenger Injuries: | 2 Minor | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 3 Minor | Latitude, Longitude: | |

Administrative Information

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| Investigator In Charge (IIC): | Wilcox, Thomas |
| Additional Participating Persons: | ASI PETER YIAKOS; SCOTTSDALE , AZ |
| Original Publish Date: | September 14, 1993 |
| Last Revision Date: | |
| Investigation Class: | Class |
| Note: | |
| Investigation Docket: | https://data.nts.gov/Docket?ProjectID=27891 |

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](#).