



Aviation Investigation Final Report

Location:	BOONEVILLE, Mississippi	Accident Number:	MIA89LA241
Date & Time:	September 3, 1989, 17:00 Local	Registration:	N3724A
Aircraft:	PIPER PA-22-135	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious, 2 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

SHORTLY AFTER TAKEOFF, THE PLT NOTED THAT THE ENG RPM HAD DROPPED FROM 2400 TO 2100. UNABLE TO MAINTAIN ALT, HE MADE A LEFT TURN TO CLEAR TREES. WHILE ATTEMPTING TO LAND IN A FIELD, THE ACFT COLLIDED WITH TREES & CRASHED. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND DURING A POST-ACDNT EXAM OF THE ACFT & ENG. THE PLT DID NOT APPLY CARB HEAT AFTER THE LOSS OF PWR; HOWEVER, HE ESTIMATED THE TEMP & DEW POINT WERE 80 & 30 DEG, WHICH WOULD NOT HAVE BEEN CONDUCTIVE TO CARB ICE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: LOSS OF ENGINE POWER FOR AN UNKNOWN REASON. TREES IN THE EMERGENCY LANDING AREA WERE A FACTOR.

Findings

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

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: FORCED LANDING

Phase of Operation: MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

2. (F) OBJECT - TREE(S)

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Commercial	Age:	59, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	February 28, 1988
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	2000 hours (Total, all aircraft), 250 hours (Total, this make and model), 6 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N3724A
Model/Series:	PA-22-135 PA-22-135	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	22-1965
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2600 lbs
Time Since Last Inspection:	0 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	O-290-D2
Registered Owner:	CRABB, BOBBY G.	Rated Power:	135 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:	TUP ,346 ft msl	Distance from Accident Site:	21 Nautical Miles
Observation Time:	16:50 Local	Direction from Accident Site:	194°
Lowest Cloud Condition:	Clear	Visibility	12 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	20°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-18°C / -18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:	CAMPBELL , MO (34M)	Type of Clearance:	None
Departure Time:	17:00 Local	Type of Airspace:	

Airport Information

Airport:	BOONEVILLE-BALDWYN 8M1	Runway Surface Type:	Asphalt
Airport Elevation:	384 ft msl	Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	3200 ft / 60 ft	VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Serious, 1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 2 Minor	Latitude, Longitude:	34.660778,-88.560935(est)

Administrative Information

Investigator In Charge (IIC): Monville, Timothy

Additional Participating Persons:

Original Publish Date: September 30, 1991

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=32496>

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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](#).