



Aviation Investigation Final Report

Location:	OSAGE CITY, Kansas	Accident Number:	MKC84LA113
Date & Time:	March 31, 1984, 17:59 Local	Registration:	N6293P
Aircraft:	PIPER PA24-250	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

DURING AN ABORTED TAKEOFF, EXECUTED DUE TO AN INOPERATIVE AIRSPEED INDICATOR, THE ACFT SWERVED OFF THE LEFT SIDE OF THE RWY ACROSS A DITCH, DAMAGING THE LEFT WING & MAIN LANDING GEAR. A CLOGGED PILOT TUBE WAS THE CAUSE OF THE AIRSPEED INDICATION OF ZERO MPH. STEERING & BRAKE ACTION WERE DETERMINED TO BE NORMAL.

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: TAKEOFF - ROLL/RUN

Findings

1. (C) FLIGHT/NAV INSTRUMENTS,AIRSPEED INDICATOR - FOREIGN OBJECT DAMAGE
2. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	37, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	January 9, 1984
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	629 hours (Total, all aircraft), 45 hours (Total, this make and model), 488 hours (Pilot In Command, all aircraft), 72 hours (Last 90 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N6293P
Model/Series:	PA24-250 PA24-250	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	24-1403
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	August 19, 1983 Annual	Certified Max Gross Wt.:	2900 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2546 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-540 A1A5
Registered Owner:	BOB L. MOORE	Rated Power:	250 Horsepower
Operator:	TEVIS AVIATION	Operating Certificate(s) Held:	
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:	EMP ,1206 ft msl	Distance from Accident Site:	26 Nautical Miles
Observation Time:	17:49 Local	Direction from Accident Site:	230°
Lowest Cloud Condition:	Clear	Visibility	7 miles
Lowest Ceiling:	Overcast / 2500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	50°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	5°C / 1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	OSAGE CITY , KS (53K)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	17:56 Local	Type of Airspace:	Class G

Airport Information

Airport:	OSAGE CITY MUNI 53K	Runway Surface Type:	Asphalt
Airport Elevation:	1105 ft msl	Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	2560 ft / 40 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	38.630237,-95.82019(est)

Administrative Information

Investigator In Charge (IIC): Thorpe, Clint

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=33660>

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](#).