



Aviation Investigation Final Report

Location:	COY, Arkansas	Accident Number:	MKC86LA038
Date & Time:	December 21, 1985, 15:00 Local	Registration:	N3587V
Aircraft:	CESSNA 140	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT REPORTS THAT THE ENGINE OF N3587V WAS RUN AT IDLE FOR AN EXTENDED TIME BEFORE THE TAKEOFF WAS ATTEMPTED. AFTER SEVERAL MINUTES, THE ENGINE DIED. IT WAS RESTARTED AND THE TAKEOFF WAS COMMENCED IMMEDIATELY. ACCORDING TO THE PILOT, THE ENGINE WAS RUNNING ROUGH DURING THE TAKEOFF ROLL BUT THE ROLL WAS CONTINUED. THE AIRCRAFT ACCELERATED TO NEAR TAKEOFF SPEED BUT WHEN LIFT OFF WAS ATTEMPTED THE AIRCRAFT WOULD NOT FLY. THE PILOT DECIDED TO ABORT AND DURING THE ABORT THE AIRCRAFT ENTERED SOFT TERRAIN BESIDE THE RUNWAY AND NOSED OVER. EXAMINATION OF THE ENGINE REVEALED THAT ALL SPARK PLUGS HAD CARBON DEPOSITS AND THE TOP PLUG ON ONE CYLINDER HAD A BENT GROUND ELECTRODE THAT WAS CONTACTING THE CENTER ELECTRODE. THE AIRCRAFT WAS OPERATING ON AUTO FUEL BUT WAS NOT MODIFIED FOR USE OF THE FUEL.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - NONMECHANICAL
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (F) IGNITION SYSTEM, SPARK PLUG - BENT
 2. (C) OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - CONTINUED - PILOT IN COMMAND
 3. (F) IGNITION SYSTEM, SPARK PLUG - CONTAMINATION
 4. (F) FLUID, FUEL GRADE - IMPROPER
-

Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: TAKEOFF - ROLL/RUN

Findings

5. (C) ABORT - DELAYED - PILOT IN COMMAND
 6. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #3: NOSE OVER

Phase of Operation: TAKEOFF - ROLL/RUN

Findings

7. (F) TERRAIN CONDITION - SOFT

Factual Information

Pilot Information

Certificate:	Student	Age:	36, Male
Airplane Rating(s):	Single-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 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	August 24, 1984
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	108 hours (Total, all aircraft), 24 hours (Total, this make and model), 88 hours (Pilot In Command, all aircraft), 25 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N3587V
Model/Series:	140 140	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Utility	Serial Number:	14855
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	August 7, 1985 Annual	Certified Max Gross Wt.:	1450 lbs
Time Since Last Inspection:	28 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1714 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	C85-12
Registered Owner:	WALTER C.CHANEY	Rated Power:	85 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:	PBF ,206 ft msl	Distance from Accident Site:	17 Nautical Miles
Observation Time:	15:00 Local	Direction from Accident Site:	155°
Lowest Cloud Condition:	Scattered / 5000 ft AGL	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	5°C / -3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	15:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	BENNETT	Runway Surface Type:	Grass/turf
Airport Elevation:	210 ft msl	Runway Surface Condition:	Dry
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	1700 ft	VFR Approach/Landing:	None

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:	34.539127,-91.870925(est)

Administrative Information

Investigator In Charge (IIC): Johnson, R.

Additional Participating Persons: C BURGE; LITTLE ROCK , AR

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=34118>

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](#).