



Aviation Investigation Final Report

Location:	SPRINGDALE, Arkansas	Accident Number:	MKC87LA170
Date & Time:	September 3, 1987, 10:15 Local	Registration:	N3761Q
Aircraft:	RYAN ST3KR	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT RPRTD THAT SHORTLY AFTER TAKEOFF, THE ENG LOST POWER, RECOVERED FOR A FEW SECONDS, THEN WENT TO IDLE. DRG THE FEW SECONDS THAT POWER WAS RESTORED, HE INITIATED A TURN BACK TOWARD THE RWY. THE PLT SAID THE ACFT STARTED TO SNAP ROLL TO THE LEFT & WENT TO ABOUT A 90 DEG BANK. HE RECOVERED AT ABOUT 150' AGL & KEPT THE WINGS LEVEL, BUT THE ACFT IMPACTED THE GROUND & WAS SUBSTANTIALLY DAMAGED. NO REASON FOR THE POWER LOSS WAS VERIFIED.

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
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 TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

2. (F) EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
3. (F) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	28, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	December 17, 1986
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	2100 hours (Total, all aircraft), 275 hours (Total, this make and model), 1830 hours (Pilot In Command, all aircraft), 64 hours (Last 90 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	RYAN	Registration:	N3761Q
Model/Series:	ST3KR ST3KR	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	1404
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	September 3, 1987 Annual	Certified Max Gross Wt.:	1885 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	KINNER
ELT:	Not installed	Engine Model/Series:	R55
Registered Owner:	JOHN. O. KINSEY	Rated Power:	
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:	DON S. KINSEY	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	50 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	27°C / 19°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	10:15 Local	Type of Airspace:	Class G

Airport Information

Airport:	SPRINGDALE MUNI H37	Runway Surface Type:	Asphalt
Airport Elevation:	1352 ft msl	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	5302 ft / 75 ft	VFR Approach/Landing:	Forced landing

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:	36.179557,-94.140846(est)

Administrative Information

Investigator In Charge (IIC):	Roth, Eugene
Additional Participating Persons:	DOUGLAS R MC BRIDE; LITTLE ROCK , AR
Original Publish Date:	January 11, 1989
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=34437

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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](#).