



Aviation Investigation Final Report

Location:	ROLLA, Missouri	Accident Number:	MKC88LA045
Date & Time:	January 28, 1988, 16:00 Local	Registration:	N1071D
Aircraft:	CESSNA 195	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

SHORTLY AFTER TAKEOFF, DURING A PERSONAL FLIGHT, THE ENGINE PROGRESSIVELY LOST POWER. THE PIC ATTEMPTED AN EMERGENCY LDG IN A PASTURE. DURING THE LDG ROLL, THE ACFT COLLIDED WITH A TREE, CAUSING SUBSTANTIAL DAMAGE TO THE RIGHT WING. POST ACCIDENT AIRCRAFT INSPECTION FAILED TO REVEAL REASON FOR POWER LOSS. THE PLT SAID THE ENG WAS STILL IDLING DURING LNDG. HE ALSO SAID THE CARB HEAT WAS ON DURING TAKEOFF AND WAS WORKING. HE SAID THE MAX ALT ATTAINED WAS ABOUT 150 FT AGL.

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 - INITIAL CLIMB

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

2. (F) TERRAIN CONDITION - NONE SUITABLE
3. (F) OBJECT - TREE(S)

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	70, 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):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 3 Unknown	Last FAA Medical Exam:	September 14, 1987
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	5004 hours (Total, all aircraft), 204 hours (Total, this make and model), 4880 hours (Pilot In Command, all aircraft), 4 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N1071D
Model/Series:	195 195	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	7683
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	3350 lbs
Time Since Last Inspection:	4 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	JACOBS
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	R-755
Registered Owner:	HARRIS, JAMES T.	Rated Power:	245 Horsepower
Operator:	JAMES T. HARRIS	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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ROLLA , MO (K07)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	16:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	ROLLA K07	Runway Surface Type:	Grass/turf
Airport Elevation:	987 ft msl	Runway Surface Condition:	Dry;Vegetation
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	3020 ft / 40 ft	VFR Approach/Landing:	Forced landing

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:	37.939968,-91.759742(est)

Administrative Information

Investigator In Charge (IIC): Hruban, John

Additional Participating Persons: RICHARD PERIGO;

Original Publish Date: March 30, 1989

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=34534>

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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](#).