



Aviation Investigation Final Report

Location:	SALISBURY, Missouri	Accident Number:	MKC89LA026
Date & Time:	November 22, 1988, 11:45 Local	Registration:	N8927C
Aircraft:	PIPER PA-22-135	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT SAID SHORTLY AFTER TAKEOFF THE ENGINE LOST POWER. HE ATTEMPTED TO LAND ON A PLOWED FIELD, AND AFTER ROLLING ABOUT FIFTY YARDS ON THE ROUGH, SOFT TERRAIN, THE AIRCRAFT NOSED OVER. POST ACCIDENT INVESTIGATION REVEALED THE ENGINE LOST POWER DUE TO FUEL STARVATION AS THE FUEL SELECTOR LEVER WAS FOUND IN A PARTIALLY OFF POSITION. IN THIS POSITION, IT WAS DETERMINED, THE ENGINE WOULD NOT DEVELOP FULL POWER EXCEPT FOR A SHORT PERIOD OF TIME.

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(TOTAL) - NONMECHANICAL
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
2. (C) FLUID,FUEL - STARVATION
3. (F) CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: NOSE OVER

Phase of Operation: LANDING - ROLL

Findings

4. (F) TERRAIN CONDITION - NONE SUITABLE
5. (F) TERRAIN CONDITION - ROUGH/UNEVEN
6. (F) TERRAIN CONDITION - SOFT

Factual Information

Pilot Information

Certificate:	Commercial	Age:	47, 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 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	September 28, 1988
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	536 hours (Total, all aircraft), 351 hours (Total, this make and model), 536 hours (Pilot In Command, all aircraft), 3 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N8927C
Model/Series:	PA-22-135 PA-22-135	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	22-1523
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	September 27, 1988 Annual	Certified Max Gross Wt.:	1950 lbs
Time Since Last Inspection:	5 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2610 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	O-290-D2
Registered Owner:	ANTWILLER, GILBERT K	Rated Power:	135 Horsepower
Operator:	ANTWILER, GILBERT KENT	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:	COU ,889 ft msl	Distance from Accident Site:	40 Nautical Miles
Observation Time:	11:50 Local	Direction from Accident Site:	140°
Lowest Cloud Condition:	Clear	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	7°C / -2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	SALISBURY , MO (MO41)	Type of Flight Plan Filed:	None
Destination:	MOBERLY , MO (MBY)	Type of Clearance:	None
Departure Time:	11:40 Local	Type of Airspace:	Class G

Airport Information

Airport:	SALISBURY MO41	Runway Surface Type:	Grass/turf;Gravel
Airport Elevation:	650 ft msl	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	2300 ft / 108 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:	39.429313,-92.659194(est)

Administrative Information

Investigator In Charge (IIC): Hruban, John

Additional Participating Persons: RON SCHNEIDER;

Original Publish Date: September 25, 1989

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=34724>

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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](#).