



Aviation Investigation Final Report

Location:	LAWRENCE, Kansas	Accident Number:	MKC89LA045
Date & Time:	December 22, 1988, 08:30 Local	Registration:	N7159M
Aircraft:	CESSNA 175	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT SAID THAT SHORTLY AFTER TAKEOFF, THE ENGINE BEGAN TO MISFIRE AND LOSE POWER. HE ELECTED TO ABORT THE TAKEOFF, BUT WAS UNABLE TO STOP ON THE REMAINING PORTION OF THE RUNWAY. HE RAN OFF THE END, INTO A FARM FIELD, WHERE THE ACFT NOSED DOWN AND WAS SUBSTANTIALLY DAMAGED. THE PLT SAID HE MADE AN INTERSECTION TAKEOFF WHICH GAVE HIM ABOUT 3000 FEET USEABLE RUNWAY INSTEAD OF THE FULL LENGTH OF 5000 FEET. INVESTIGATION REVEALED BOTH SPARK PLUGS ON NO. 3 CYLINDER TO BE MALFUNCTIONING. ONE WAS COMPLETELY DEAD AND THE OTHER FIRED INTERMITTENTLY.

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) - MECH FAILURE/MALF
Phase of Operation: TAKEOFF

Findings

1. (F) IGNITION SYSTEM, SPARK PLUG - FOULED
2. (F) ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
3. (C) PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND

Occurrence #2: OVERRUN
Phase of Operation: TAKEOFF - ABORTED

Occurrence #3: NOSE DOWN
Phase of Operation: LANDING - ROLL

Findings
4. (F) TERRAIN CONDITION - NONE SUITABLE

Factual Information

Pilot Information

Certificate:	Private	Age:	49, 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--w/ waivers/lim	Last FAA Medical Exam:	December 11, 1986
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	142 hours (Total, all aircraft), 72 hours (Total, this make and model), 107 hours (Pilot In Command, all aircraft), 11 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N7159M
Model/Series:	175 175	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	55459
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	August 6, 1988 Annual	Certified Max Gross Wt.:	2350 lbs
Time Since Last Inspection:	11 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3075 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	GO-300-A
Registered Owner:	FITCH, HENRY G	Rated Power:	175 Horsepower
Operator:	FITCH, HENRY G.	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:	TOP ,880 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	07:50 Local	Direction from Accident Site:	285°
Lowest Cloud Condition:	Scattered / 25000 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	140°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	-4°C / -11°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:	HUNTINGBURG , IN (HNB)	Type of Clearance:	None
Departure Time:	08:25 Local	Type of Airspace:	Class G

Airport Information

Airport:	LAWRENCE LWC	Runway Surface Type:	Asphalt
Airport Elevation:	834 ft msl	Runway Surface Condition:	Dry
Runway Used:	14	IFR Approach:	None
Runway Length/Width:	5000 ft / 100 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:	39.019756,-95.210464(est)

Administrative Information

Investigator In Charge (IIC): Hruban, John

Additional Participating Persons: KATHY PERSON;

Original Publish Date: September 25, 1989

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=34740>

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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](#).