



Aviation Investigation Final Report

Location:	WOODS CROSS, Utah	Accident Number:	SEA92FA147
Date & Time:	July 9, 1992, 10:30 Local	Registration:	N9323P
Aircraft:	PIPER PA-24-260	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	4 Fatal
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

DURING THE TAKE OFF GROUND RUN, WITNESSES REPORTED THAT THE ENG SOUNDED NORMAL, HOWEVER, THE AIRPLANE REMAINED ON THE RWY FOR AN UNUSUAL LENGTH OF TIME. WHEN THE AIRPLANE FINALLY LIFTED OFF NEAR THE END OF THE RWY, THE ANGLE OF ATTACK INCREASED ABOVE NORMAL. THE AIRPLANE CONTINUED TO CLIMB IN THIS ATTITUDE, WITH THE WINGS WAGGING UP AND DOWN. THE AIRPLANE ATTAINED AN ALT OF APPROX 100 200 FT WHEN THE RT WING AND NOSE DROPPED TOWARD THE GROUND. THE AIRPLANE COLLIDED WITH THE GROUND APPROX ONE HALF MILE NORTH OF THE ARPT IN A NOSE DOWN, RT WING LOW ATTITUDE. A POST CRASH FIRE IGNITED AND CONSUMED THE AIRPLANE. DURING A POST CRASH ENG TEARDOWN, IT WAS FOUND THAT THE NUMBER SIX CYLINDER COULD NOT HOLD COMPRESSION. FURTHER TEARDOWN REVEALED A SECTION OF THE CYLINDER AROUND THE EXHAUST SEAL WAS MISSING. METALLURGICAL EXAMINATION REVEALED THAT THE DAMAGE MOST LIKELY OCCURRED AS A RESULT OF EXTREMELY LEAN OPERATIONS WHICH LEAD TO DETONATION. THE PLT HAD RECENTLY PURCHASED THE AIRPLANE, WHICH WAS EQUIPPED WITH A TURBO CHARGER, AND WAS TAUGHT TO LEAN THE MIXTURE FOR TAKE OFF. THE OPERATORS MANUAL STATES FOR TAKE OFF TO HAVE THE MIXTURE FULL RICH.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: PILOT FACTOR IN THAT HE FAILED TO ATTAIN AND MAINTAIN SUFFICIENT FLYING SPEED. FACTORS TO THE ACCIDENT WERE: CYLINDER OVER TEMPERATURE, IMPROPER USE OF THE MIXTURE AND PROCEDURES/DIRECTIVES WERE NOT FOLLOWED.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: TAKEOFF

Findings

1. (F) ENGINE ASSEMBLY,CYLINDER - OVERTEMPERATURE
 2. (F) MIXTURE - IMPROPER USE OF - PILOT IN COMMAND
 3. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 4. (F) PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Findings

5. TERRAIN CONDITION - GROUND

Factual Information

Pilot Information

Certificate:	Private	Age:	43, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Unknown Unknown	Last FAA Medical Exam:	
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	400 hours (Total, all aircraft), 15 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N9323P
Model/Series:	PA-24-260 PA-24-260	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	24-4820
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	April 1, 1992 Annual	Certified Max Gross Wt.:	3200 lbs
Time Since Last Inspection:	17 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2128 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-540-R1A5
Registered Owner:	FESSELE, ELSA	Rated Power:	260 Horsepower
Operator:	HELMUT FISCHER	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:	SLC ,4227 ft msl	Distance from Accident Site:	4 Nautical Miles
Observation Time:	09:55 Local	Direction from Accident Site:	196°
Lowest Cloud Condition:	Clear	Visibility	50 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	24°C / 9°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	VFR
Destination:	GRAND CANYON , AZ (GCN)	Type of Clearance:	VFR
Departure Time:	10:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	SKYPARK BTF	Runway Surface Type:	Asphalt
Airport Elevation:	4234 ft msl	Runway Surface Condition:	Dry
Runway Used:	34	IFR Approach:	None
Runway Length/Width:	4700 ft / 70 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	3 Fatal	Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 Fatal	Latitude, Longitude:	40.889476,-111.929069(est)

Administrative Information

Investigator In Charge (IIC):	Eckrote, Debra
Additional Participating Persons:	DENNY MOORE; SALT LAKE CITY , UT CHARLES LITTLE; CHINO , CA
Original Publish Date:	September 28, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=41585

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