



# Aviation Investigation Final Report

<b>Location:</b>	NAMPA, Idaho	<b>Accident Number:</b>	SEA94LA197
<b>Date &amp; Time:</b>	July 27, 1994, 11:50 Local	<b>Registration:</b>	N6824P
<b>Aircraft:</b>	PIPER PA-24-250	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	4 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE PILOT STATED THAT DURING THE TAKE OFF, THE ENGINE LOST POWER AT APPROXIMATELY 50 FEET AGL. THE PILOT ABORTED THE TAKE OFF AND DURING THE LANDING ROLL, THE AIRPLANE COLLIDED WITH A FENCE OFF THE END OF THE RUNWAY. DURING AN ENGINE INSPECTION, A CRACK WAS FOUND BETWEEN THE TOP AND BOTTOM SPARK PLUGS ON THE NUMBER FOUR CYLINDER.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A CRACKED CYLINDER.

## Findings

Occurrence #1: LOSS OF ENGINE POWER  
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings  
1. (C) ENGINE ASSEMBLY,CYLINDER - CRACKED  
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Occurrence #2: FORCED LANDING  
Phase of Operation: DESCENT - EMERGENCY  
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Occurrence #3: OVERRUN  
Phase of Operation: LANDING - ROLL

Findings  
2. OBJECT - FENCE

## Factual Information

On July 27, 1994, at 1150 mountain daylight time, a Piper PA-24- 250, N6824P, experienced a partial loss of engine power shortly after takeoff from Nampa, Idaho. The pilot aborted the takeoff and the airplane collided with a fence off the end of runway 11. Visual meteorological conditions prevailed at the time and no flight plan was filed. The airplane was substantially damaged and the private pilot and his three passengers were not injured. The flight was destined for Oshkosh, Wisconsin, for the personal flight.

The pilot reported that the airplane attained an altitude of 50 feet above ground level when the engine began to run rough and lose power. The airplane was unable to maintain altitude and the pilot aborted the takeoff. The airplane touched down off the end of the runway and collided with a fence before coming to a stop.

During an engine inspection, a crack was found between the top and bottom spark plugs on the number four cylinder.

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	62, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	October 5, 1992
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	5000 hours (Total, all aircraft), 800 hours (Total, this make and model), 4500 hours (Pilot In Command, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N6824P
<b>Model/Series:</b>	PA-24-250 PA-24-250	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	PA-24-250
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	December 1, 1993 Annual	<b>Certified Max Gross Wt.:</b>	3000 lbs
<b>Time Since Last Inspection:</b>	50 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3789 Hrs	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-540-A1D5
<b>Registered Owner:</b>	GLASS, MAURICE	<b>Rated Power:</b>	250 Horsepower
<b>Operator:</b>	GLASS, MAURICE	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	BOI ,2858 ft msl	<b>Distance from Accident Site:</b>	13 Nautical Miles
<b>Observation Time:</b>	11:51 Local	<b>Direction from Accident Site:</b>	76°
<b>Lowest Cloud Condition:</b>	Scattered / 25000 ft AGL	<b>Visibility</b>	30 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	7 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	260°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	33°C / 8°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	OSHKOSH , WI (OSH )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	11:50 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	NAMPA MUNI S67	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	2530 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	11	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	4050 ft / 75 ft	<b>VFR Approach/Landing:</b>	Forced landing

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	2 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	4 None	<b>Latitude, Longitude:</b>	43.489288,-116.610351(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Eckrote, Debra
<b>Additional Participating Persons:</b>	ROBERT E NIELD; BOISE , ID
<b>Original Publish Date:</b>	January 26, 1995
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=41989">https://data.ntsb.gov/Docket?ProjectID=41989</a>

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