



Aviation Investigation Final Report

Location:	AFTON, Wyoming	Accident Number:	SEA93LA121
Date & Time:	May 25, 1993, 14:30 Local	Registration:	N7569Y
Aircraft:	PIPER PA-30	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT REPORTED THAT SHORTLY AFTER TAKEOFF THE RIGHT ENGINE LOST POWER. HE IDENTIFIED THAT THE RIGHT ENGINE WAS NOT PRODUCING POWER, AND USED LEFT RUDDER CONTROL AND A LEFT BANKING TURN TO MAINTAIN A COURSE AWAY FROM TREES. THE AIRSPEED WAS DECREASING, AND THE AIRPLANE WAS DIFFICULT TO CONTROL. HE DID NOT FEATHER THE RIGHT PROPELLER. WITH BOTH THROTTLES STILL FULL FORWARD, HE FEATHERED THE LEFT PROPELLER TO MAINTAIN CONTROL. DURING THE LANDING ROLL THE AIRPLANE COLLIDED WITH A SMALL METAL SHED. ENGINE TEARDOWN INSPECTION DID NOT REVEAL EVIDENCE OF A MECHANICAL FAILURE OR MALFUNCTION. DENSITY ALTITUDE WAS APRX 8,500 FT. ACCORDING TO THE OWNER'S MANUAL, UNDER THE EXISTING CONDITIONS THE AIRPLANE SHOULD HAVE BEEN ABLE TO MAINTAIN AN APRX 25 FPM CLIMB WITH THE INOPERATIVE ENGINE FEATHERED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A LOSS OF ENGINE POWER FOR AN UNDETERMINED REASON(S).

Findings

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

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: FORCED LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ROLL

Findings

2. OBJECT - BUILDING(NONRESIDENTIAL)

Factual Information

Pilot Information

Certificate:	Commercial	Age:	36, Male
Airplane Rating(s):	Single-engine land; Multi-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:	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	June 30, 1992
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1328 hours (Total, all aircraft), 227 hours (Total, this make and model), 1139 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N7569Y
Model/Series:	PA-30 PA-30	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	30-634
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	February 23, 1993 Annual	Certified Max Gross Wt.:	3725 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:	4353 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-320-C1A
Registered Owner:	REICHLEY, EVERETT R.	Rated Power:	160 Horsepower
Operator:	REICHLEY, EVERETT R.	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:	Scattered / 3500 ft AGL	Visibility	10 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	8 knots / 11 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	24°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(AFO)	Type of Flight Plan Filed:	VFR
Destination:		Type of Clearance:	None
Departure Time:	14:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	AFTON AFO	Runway Surface Type:	Asphalt
Airport Elevation:	6214 ft msl	Runway Surface Condition:	Dry
Runway Used:	16	IFR Approach:	None
Runway Length/Width:	4680 ft / 75 ft	VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Serious	Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Serious	Latitude, Longitude:	42.719219,-110.92057(est)

Administrative Information

Investigator In Charge (IIC):	Eckrote, Debra
Additional Participating Persons:	CHARLES LITTLE; CHINO, CA CARL WOMACK; SALT LAKE CITY, UT
Original Publish Date:	March 25, 1994
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=43033

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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](#).