



Aviation Investigation Final Report

Location:	Thomas, Oklahoma	Accident Number:	DFW08CA136
Date & Time:	May 9, 2008, 17:10 Local	Registration:	N2368Y
Aircraft:	Piper PA-36	Aircraft Damage:	Substantial
Defining Event:	Loss of engine power (total)	Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

The commercial pilot had just departed for an aerial application flight when shortly after takeoff the airplane's engine lost power. The pilot reported that the engine seemed to go to idle, and that he was unable to restore power. During the forced landing, the airplane was substantially damaged. A postaccident inspection of the engine revealed that the bolt holding the throttle linkage to the fuel servo was missing. Because of the missing bolt, the throttle linkage became disconnected, and the pilot was unable to restore engine power.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The disconnected throttle linkage resulting in the loss of engine power during takeoff-initial climb. A factor contributing to the accident was the muddy forced landing site.

Findings

Environmental issues	(general) - Not specified
Aircraft	(general) - Failure

Factual Information

History of Flight

Initial climb	Loss of engine power (total) (Defining event)
Landing	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Commercial	Age:	65, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Center
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 With waivers/limitations	Last FAA Medical Exam:	January 1, 2008
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	May 1, 2008
Flight Time:	20537 hours (Total, all aircraft), 1500 hours (Total, this make and model), 20317 hours (Pilot In Command, all aircraft), 120 hours (Last 90 days, all aircraft), 70 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N2368Y
Model/Series:	PA-36	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	36-8160020
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	April 1, 2008 100 hour	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	6442 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Not installed	Engine Model/Series:	IO-720
Registered Owner:	On file	Rated Power:	400 Horsepower
Operator:	On file	Operating Certificate(s) Held:	
Operator Does Business As:	On file	Operator Designator Code:	TTTG

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KCLK	Distance from Accident Site:	15 Nautical Miles
Observation Time:	17:10 Local	Direction from Accident Site:	90°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	40°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.82 inches Hg	Temperature/Dew Point:	25°C / 11°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	WEATHERFORD, OK	Type of Flight Plan Filed:	None
Destination:	Thomas, OK	Type of Clearance:	Unknown
Departure Time:		Type of Airspace:	

Airport Information

Airport:	THOMAS P STAFFORD F91	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:		IFR Approach:	None
Runway Length/Width:		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:	35.544723,-98.668334

Administrative Information

Investigator In Charge (IIC):	Hatch, Craig
Additional Participating Persons:	Bob Newell; FAA FSDO; Oklahoma City, OK
Original Publish Date:	June 30, 2008
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=67993

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).