



Aviation Investigation Final Report

Location:	STOCKTON, Missouri	Accident Number:	MKC82DA120
Date & Time:	July 11, 1982, 15:30 Local	Registration:	N9319D
Aircraft:	PIPER PA-22-160	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

THE AIRCRAFT WAS ONE OF A FLIGHT OF FOUR, MAKING DEMONSTRATION FLYBYS AT THE AIRPORT. THE PILOT STATED THAT HE WAS SLOW FLYING, ABOUT 80 TO 85 FT AGL, WHEN THE AIRCRAFT STARTED TO SINK. AT THAT TIME, HE WAS ABOUT 1000 TO 1500 FT BEHIND, TO THE RIGHT, AND 20 FT BELOW A CESSNA 175. THE PILOT APPLIED FULL POWER TO STOP THE SINK, BUT THE PLANE STILL TOUCHED DOWN. IT BEGAN TO FLY AGAIN, BUT WOULD NOT GAIN ALTITUDE. WITH THE AIRPORT BEHIND AND THE AIRSPEED SLOW, HE ELECTED TO LAND IN A CLEAR AREA AHEAD. HOWEVER, THE AIRCRAFT HIT A WIRE FENCE AND NOSED OVER. THE TEMPERATURE AND FIELD ELEVATION WERE 91 DEGREES AND 1045 FT.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: MANEUVERING

Findings

1. LOW PASS - PERFORMED - PILOT IN COMMAND
2. (F) WEATHER CONDITION - HIGH DENSITY ALTITUDE

3. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
4. (C) STALL/MUSH - INADVERTENT - PILOT IN COMMAND
5. (F) OBJECT - FENCE

Occurrence #2: NOSE OVER

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Factual Information

Pilot Information

Certificate:	Private	Age:	39, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	September 29, 1980
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	665 hours (Total, all aircraft), 625 hours (Total, this make and model), 665 hours (Pilot In Command, all aircraft), 5 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N9319D
Model/Series:	PA-22-160 PA-22-160	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	22-6332
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1840 lbs
Time Since Last Inspection:	2 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1155 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	O-320-B2A
Registered Owner:	STEPEN W. MARSH	Rated Power:	160 Horsepower
Operator:	STEPEN W. MARSH	Operating Certificate(s) Held:	
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:	SGF	Distance from Accident Site:	34 Nautical Miles
Observation Time:	15:49 Local	Direction from Accident Site:	315°
Lowest Cloud Condition:	Scattered / 4000 ft AGL	Visibility	15 miles
Lowest Ceiling:	Broken / 25000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	11 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	320°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	91°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	STOCKTON , MO (MO43)	Type of Flight Plan Filed:	None
Destination:	STOCKTON , MO (MO43)	Type of Clearance:	None
Departure Time:	15:25 Local	Type of Airspace:	

Airport Information

Airport:	MO43	Runway Surface Type:	Asphalt
Airport Elevation:	0 ft msl	Runway Surface Condition:	Dry
Runway Used:	1	IFR Approach:	
Runway Length/Width:	2100 ft / 50 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	37.690052,-93.790718(est)

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: July 11, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=72738>

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](#).