



Aviation Investigation Final Report

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|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | TORONTO, Ohio | Accident Number: | ATL87LA081 |
| Date & Time: | March 7, 1987, 18:15 Local | Registration: | N9412D |
| Aircraft: | PIPER PA-22-160 | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 2 Minor |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

THE PLT REPORTED THAT THE ENGINE QUIT COMPLETELY AFTER TAKEOFF AT ABOUT 50-75 FT AGL WITHOUT ANY WARNING. THE PLT ATTEMPTED TO LAND BACK ON THE RWY AND THE ACFT OVERRAN THE RWY END. EXAMINATION OF THE ACFT AFTER THE ACCIDENT REVEALED NO MALFUNCTIONS, DEFECTS, OR FAILURES.

Probable Cause and Findings

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

Findings

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

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: OVERRUN
Phase of Operation: LANDING - ROLL

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

2. TERRAIN CONDITION - DIRT BANK/RISING EMBANKMENT
3. TERRAIN CONDITION - DOWNHILL
4. TERRAIN CONDITION - DITCH

Factual Information

Pilot Information

| | | | |
|----------------------------------|---|--|-----------------|
| Certificate: | Private | Age: | 48, Male |
| Airplane Rating(s): | Single-engine land | Seat Occupied: | Left |
| 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 3 Valid Medical-w/ waivers/lim | Last FAA Medical Exam: | January 8, 1987 |
| Occupational Pilot: | No | Last Flight Review or Equivalent: | |
| Flight Time: | 369 hours (Total, all aircraft), 305 hours (Total, this make and model), 319 hours (Pilot In Command, all aircraft), 11 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|---|---|-----------------|
| Aircraft Make: | PIPER | Registration: | N9412D |
| Model/Series: | PA-22-160 PA-22-160 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | Normal; Utility | Serial Number: | 22-6273 |
| Landing Gear Type: | Tricycle | Seats: | 4 |
| Date/Type of Last Inspection: | June 24, 1986 Annual | Certified Max Gross Wt.: | 1840 lbs |
| Time Since Last Inspection: | | Engines: | 1 Reciprocating |
| Airframe Total Time: | 2708 Hrs | Engine Manufacturer: | LYCOMING |
| ELT: | Installed, activated, did not aid in locating accident | Engine Model/Series: | O-320-B2A |
| Registered Owner: | JOHN J. JONES | Rated Power: | 160 Horsepower |
| Operator: | JOHN J. JONES | Operating Certificate(s) Held: | None |
| Operator Does Business As: | | Operator Designator Code: | |

Meteorological Information and Flight Plan

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|---|----------------------------------|---|----------|
| 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: | Unknown | Visibility | 15 miles |
| Lowest Ceiling: | Unknown | Visibility (RVR): | |
| Wind Speed/Gusts: | 8 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 315° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | | Temperature/Dew Point: | 18°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | | Type of Flight Plan Filed: | None |
| Destination: | | Type of Clearance: | None |
| Departure Time: | 18:15 Local | Type of Airspace: | Class G |

Airport Information

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|-----------------------------|------------------|----------------------------------|----------------|
| Airport: | DYER AIRPORK 1G8 | Runway Surface Type: | Grass/turf |
| Airport Elevation: | 1084 ft msl | Runway Surface Condition: | |
| Runway Used: | 34 | IFR Approach: | None |
| Runway Length/Width: | 2250 ft / 226 ft | VFR Approach/Landing: | Forced landing |

Wreckage and Impact Information

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|----------------------------|---------|-----------------------------|---------------------------|
| Crew Injuries: | 1 Minor | Aircraft Damage: | Substantial |
| Passenger Injuries: | 1 Minor | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 2 Minor | Latitude, Longitude: | 40.460441,-80.600746(est) |

Administrative Information

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| Investigator In Charge (IIC): | Strickland, Scott |
| Additional Participating Persons: | MICHAEL CONLEY; CLEVELAND , OH ROBERT E KERNER; CLEVELAND , OH |
| Original Publish Date: | March 30, 1988 |
| Last Revision Date: | |
| Investigation Class: | Class |
| Note: | |
| Investigation Docket: | https://data.nts.gov/Docket?ProjectID=7386 |

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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](#).