



Aviation Investigation Final Report

Location:	GREENSBORO, North Carolina	Accident Number:	ATL90LA116
Date & Time:	May 23, 1990, 19:15 Local	Registration:	N9657D
Aircraft:	PIPER PA-22-160	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT REPORTED THAT AFTER TAKEOFF AT ABOUT 800 FEET THE ENGINE BEGAN TO SPUTTER AND QUIT. AN ATTEMPT WAS MADE TO RETURN TO THE AIRPORT BUT A FORCED LANDING WAS REQUIRED SHORT OF THE RUNWAY. DURING THE GROUND ROLL THE AIRPLANE HIT A DITCH WHICH RESULTED IN SUBSTANTIAL DAMAGE. SUBSEQUENT EXAMINATION OF THE ENGINE & INVESTIGATION DID NOT DISCLOSE ANY REASON FOR THE ENGINE MALFUNCTION.

Probable Cause and Findings

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

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: DESCENT - EMERGENCY

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

Findings

2. (F) TERRAIN CONDITION - DITCH

Factual Information

Pilot Information

Certificate:	Private	Age:	53, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	June 1, 1989
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	3752 hours (Total, all aircraft), 142 hours (Total, this make and model), 3752 hours (Pilot In Command, all aircraft), 16 hours (Last 90 days, all aircraft), 13 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N9657D
Model/Series:	PA-22-160 PA-22-160	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	22-6573
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	May 1, 1990 Annual	Certified Max Gross Wt.:	2000 lbs
Time Since Last Inspection:	3 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1726 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated	Engine Model/Series:	O-320-B2A
Registered Owner:	UNKNOWN	Rated Power:	160 Horsepower
Operator:	PEREIRA, RICHARD J.	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:	GSO ,926 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	19:50 Local	Direction from Accident Site:	315°
Lowest Cloud Condition:	Scattered / 25000 ft AGL	Visibility	5 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	18°C / 7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	19:15 Local	Type of Airspace:	

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:	0 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	0 ft / 0 ft	VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Strickland, Scott
Additional Participating Persons:	EDWARD F GLAVIN; WINSTON-SALEM , NC DENNIS A SCARFEO; WINSTON-SALEM , NC
Original Publish Date:	September 28, 1992
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=8241

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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](#).