



Aviation Investigation Final Report

Location:	WEST PLAINS, Missouri	Accident Number:	CHI93LA278
Date & Time:	July 26, 1993, 12:00 Local	Registration:	N6723B
Aircraft:	PIPER PA-22-150	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

IMMEDIATELY AFTER TAKEOFF, AT 150 AGL, THE PILOT REPORTED A TOTAL LOSS OF ENGINE POWER. THE PILOT TRIED NUMEROUS TIMES TO RESTART THE ENGINE WITHOUT SUCCESS. THE PILOT THEN TURNED THE AIRCRAFT LEFT TO AVOID SOME TREES AT THE END OF THE RUNWAY. HE LANDED THE AIRCRAFT IN A THICKET OF 6 FOOT BUSHES AND BLACKBERRY BRIERS TO SOFTEN THE IMPACT. POST-ACCIDENT INVESTIGATION REVEALED NO EVIDENCE OF PRE-IMPACT MECHANICAL MALFUNCTION WITH AIRFRAME, ENGINE, OR ACCESSORIES.

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. THE LACK OF SUITABLE TERRAIN FOR A FORCED LANDING WAS A FACTOR.

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: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - EMERGENCY

Findings

2. TERRAIN CONDITION - HIGH VEGETATION

3. TERRAIN CONDITION - NONE SUITABLE

Occurrence #4: FIRE

Phase of Operation: OTHER

Factual Information

On July 26, 1993, about 1200 central daylight time, a Piper, PA22-150; N6723B, was destroyed by post-impact fire shortly after takeoff. The private pilot and one passenger were both uninjured. The local pleasure flight was originating from West Plains Municipal Airport, West Plains, Missouri in visual meteorological conditions. The flight operating under 14 CFR Part 91 had no flight plan on file.

The pilot took-off on runway 36 and at 150 feet AGL the engine lost total power. The PIC checked the magnetos, mixture, carburetor heat, fuel selector, all to no avail. The pilot also tried pumping the engine primer. The PIC then turned the aircraft left to avoid some trees at the end of the runway. He landed the aircraft in a thicket of 6 foot bushes and blackberry briars to soften the impact.

When the aircraft stopped, the windscreen was gone, and the pilot and passenger climbed out through the windscreen area. The wreckage was completely engulfed in flames shortly thereafter.

The post-accident examination of the engine found all sparkplugs, except the lower #2 cylinder plug, fired normally. All four nuts attaching the carburetor to the engine were only hand tight, but the intake manifold gasket was in good condition. No evidence of pre-impact mechanical malfunction with airframe, engine or accessories was found.

Pilot Information

Certificate:	Private	Age:	49, 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--no waivers/lim.	Last FAA Medical Exam:	October 7, 1992
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	700 hours (Total, all aircraft), 400 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N6723B
Model/Series:	PA-22-150 PA-22-150	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	5640
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	1800 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3800 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	O-320-A
Registered Owner:	RON STOW	Rated Power:	150 Horsepower
Operator:	RON STOW	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:	SGF ,1267 ft msl	Distance from Accident Site:	85 Nautical Miles
Observation Time:	11:50 Local	Direction from Accident Site:	280°
Lowest Cloud Condition:	Clear	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	260°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	31°C / 23°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(UNO)	Type of Flight Plan Filed:	None
Destination:	HOUSTON , MO (M48)	Type of Clearance:	None
Departure Time:	10:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	WEST PLAINS MUNICIPAL UNO	Runway Surface Type:	Asphalt
Airport Elevation:	1227 ft msl	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	4902 ft / 75 ft	VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Destroyed
Passenger Injuries:	1 None	Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	36.739837,-91.85913(est)

Administrative Information

Investigator In Charge (IIC):	Dinwiddie, Carl
Additional Participating Persons:	JOHN CLAY; ST. ANN , MO
Original Publish Date:	August 17, 1994
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=9251

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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](#).