



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	SAN ANGELO, TX	<b>Accident Number:</b>	FTW94LA115
<b>Date &amp; Time:</b>	04/01/1994, 1820 CST	<b>Registration:</b>	N3521K
<b>Aircraft:</b>	PIPER PA-28-140	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

DURING THE INITIAL CLIMB THE ENGINE LOST POWER AND THE PILOT EXECUTED A FORCED LANDING IN A FIELD OFF THE DEPARTURE END OF THE RUNWAY. THE AIRCRAFT STRUCK A FENCE. AN EXAMINATION OF THE AIRCRAFT REVEALED THAT THE MUFFLER BAFFLE HAD COME LOOSE.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PARTIAL LOSS OF ENGINE POWER. A FACTOR WAS THE LACK OF SUITABLE TERRAIN.

## Findings

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Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. (C) EXHAUST SYSTEM,BAFFLE - LOOSE  
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Occurrence #2: FORCED LANDING  
Phase of Operation: DESCENT - EMERGENCY  
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Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: LANDING - ROLL

### Findings

2. (F) TERRAIN CONDITION - NONE SUITABLE  
3. OBJECT - FENCE

## Factual Information

On April 1, 1994, at 1820 central standard time, a Piper PA-28- 140, N3521K, was substantially damaged during a forced landing near San Angelo, Texas. The private pilot and passenger were not injured. Visual meteorological conditions prevailed for the personal flight.

The pilot stated in the Pilot/Operator report that after takeoff the aircraft would not develop sufficient power to maintain altitude. He further reported that he executed a forced landing in a field and that "on roll out, the wing tips struck a fence" west of the departure end of the runway.

An examination of the aircraft by a Federal Aviation Administration inspector and the operator revealed that the muffler baffle had come lose.

The aircraft was released to the owner.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	42, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	07/22/1993
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	197 hours (Total, all aircraft), 121 hours (Total, this make and model), 165 hours (Pilot In Command, all aircraft), 6 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N3521K
Model/Series:	PA-28-140 PA-28-140	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	2823604
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	07/05/1993, Annual	Certified Max Gross Wt.:	2150 lbs
Time Since Last Inspection:	42 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2993 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-320-E2A
Registered Owner:	SIMS, MARCUS L.	Rated Power:	150 hp
Operator:	SIMS, MARCUS L.	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	SJT, 1900 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1838 CST	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	25 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	11 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	24° C / 8° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:	OZONA, TX (OZA)	Type of Clearance:	None
Departure Time:	1800 CST	Type of Airspace:	

## Airport Information

Airport:	MATHIS FIELD (SJT)	Runway Surface Type:	Asphalt
Airport Elevation:	1900 ft	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	6916 ft / 150 ft	VFR Approach/Landing:	Forced Landing

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	

## Administrative Information

<b>Investigator In Charge (IIC):</b>	MATTHEW ELLIS,	<b>Report Date:</b>	11/14/1994
<b>Additional Participating Persons:</b>	WILLIAM R FRY; SAN ANTONIO, TX		
<b>Publish Date:</b>			
<b>Investigation Docket:</b>	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).