



## National Transportation Safety Board Aviation Accident Factual Report

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|--------------------------------|--------------------------------------|-------------------------|-------------|
| <b>Location:</b>               | MOUNTAIN HOME, AR                    | <b>Accident Number:</b> | FTW96LA199  |
| <b>Date &amp; Time:</b>        | 05/01/1996, 1300 CDT                 | <b>Registration:</b>    | N9869K      |
| <b>Aircraft:</b>               | Piper PA-28                          | <b>Aircraft Damage:</b> | Substantial |
| <b>Defining Event:</b>         |                                      | <b>Injuries:</b>        | 2 Minor     |
| <b>Flight Conducted Under:</b> | Part 91: General Aviation - Personal |                         |             |

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On May 1, 1996, at 1300 central daylight time, a Piper PA-28, N9869K, registered to and operated by a private owner as a Title 14 CFR Part 91 personal flight, was substantially damaged during a forced landing following a loss of engine power during takeoff. Visual meteorological conditions prevailed and a flight plan was not filed. The private pilot and his passenger received minor injuries. The flight originated from a private airstrip near Mountain Home, Arkansas.

Shortly after takeoff, at approximately 100 feet AGL, the engine lost power. During the emergency landing to a rocky ravine, the fuselage and both wings were damaged. Both fuel tanks were compromised.

The pilot reported that during his preflight inspection, he did not visually check the fuel quantity. The airplane had been fueled 5 days earlier, and approximately 2 to 3 hours had been flown since then. The pilot also reported that the accident "possibl[y] could have been prevented by a more thorough preflight." He further reported that he did not know, at the time of departure, what the total fuel on board was. The pilot stated that "upon takeoff, the engine died. I believe from fuel starvation."

Inspection of the airplane by the pilot revealed that the fuel sump valve was missing. The pilot reported that "the interior threads inside the AN fitting were all intact." However, the attached photograph shows thread damage.

## Pilot Information

|                                  |   |  |                            |
|----------------------------------|---|--|----------------------------|
| <b>Certificate:</b>              | Private   | <b>Age:</b>                              | 53, Male                   |
| <b>Airplane Rating(s):</b>       | Multi-engine Land; Single-engine Land                                   | <b>Seat Occupied:</b>                    | Left                       |
| <b>Other Aircraft Rating(s):</b> | None  | <b>Restraint Used:</b>                   | Seatbelt, Shoulder harness |
| <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>            | 12/20/1942                 |
| <b>Occupational Pilot:</b>       |   | <b>Last Flight Review or Equivalent:</b> |                            |
| <b>Flight Time:</b>              | 2128 hours (Total, all aircraft), 40 hours (Total, this make and model) |  |                            |

## Aircraft and Owner/Operator Information

|                                      |  |                                       |                 |
|--------------------------------------|--|---------------------------------------|-----------------|
| <b>Aircraft Make:</b>                | Piper  | <b>Registration:</b>                  | N9869K          |
| <b>Model/Series:</b>                 | PA-28 PA-28  | <b>Aircraft Category:</b>             | Airplane        |
| <b>Year of Manufacture:</b>          |  | <b>Amateur Built:</b>                 | No              |
| <b>Airworthiness Certificate:</b>    | Normal   | <b>Serial Number:</b>                 | 28-7816199      |
| <b>Landing Gear Type:</b>            | Tricycle   | <b>Seats:</b>                         | 4               |
| <b>Date/Type of Last Inspection:</b> | 01/20/1996, Annual                                     | <b>Certified Max Gross Wt.:</b>       | 2325 lbs        |
| <b>Time Since Last Inspection:</b>   | 44 Hours   | <b>Engines:</b>                       | 1 Reciprocating |
| <b>Airframe Total Time:</b>          | 5015 Hours   | <b>Engine Manufacturer:</b>           | Lycoming        |
| <b>ELT:</b>                          | Installed, activated, did not aid in locating accident | <b>Engine Model/Series:</b>           | O-320D3G        |
| <b>Registered Owner:</b>             | PAUL H. WEDIN  | <b>Rated Power:</b>                   | 160 hp          |
| <b>Operator:</b>                     | PAUL H. WEDIN  | <b>Operating Certificate(s) Held:</b> | None            |

## Meteorological Information and Flight Plan

|                                  |                      |   |                  |
|----------------------------------|----------------------|---|------------------|
| Conditions at Accident Site:     | Visual Conditions    | Condition of Light:                     | Day              |
| Observation Facility, Elevation: | , 0 ft msl           | Distance from Accident Site:            | 0 Nautical Miles |
| Observation Time:                | 0000                 | Direction from Accident Site:           | 0°               |
| Lowest Cloud Condition:          | Clear / 0 ft agl     | Visibility                              | 10 Miles         |
| Lowest Ceiling:                  | None / 0 ft agl      | Visibility (RVR):                       | 0 ft             |
| Wind Speed/Gusts:                | Light and Variable / | Turbulence Type<br>Forecast/Actual:     | /                |
| Wind Direction:                  |                      | Turbulence Severity<br>Forecast/Actual: | /                |
| Altimeter Setting:               |                      | Temperature/Dew Point:                  | 21 °C            |
| Precipitation and Obscuration:   |                      |   |                  |
| Departure Point:                 | (6AR4)               | Type of Flight Plan Filed:              | None             |
| Destination:                     | (BPK)                | Type of Clearance:                      | None             |
| Departure Time:                  | 0000                 | Type of Airspace:                       | Class G          |

## Wreckage and Impact Information

|                     |         |                      |             |
|---------------------|---------|----------------------|-------------|
| 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: |             |

## Administrative Information

|                                   |  |
|-----------------------------------|--|
| Investigator In Charge (IIC):     | ALEXANDER LEMISHKO   |
| Additional Participating Persons: | MERLE D LIPPOTT; LITTLE ROCK, AR   |
| Investigation Docket:             | 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> . |