



National Transportation Safety Board Aviation Accident Final Report

Location:	ANDOVER, KS	Accident Number:	CHI98LA294
Date & Time:	08/01/1998, 1915 CDT	Registration:	N127X
Aircraft:	Piper 20	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor, 3 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot reported that at an altitude of 60 to 70 feet above the ground a sudden loss of power occurred followed by a 'rapid descent' into a line of trees at the north end of the runway. The right wing of the airplane contacted a large cedar tree at a height of about 15 to 18 feet above the ground. Post accident inspection of the airplane failed to reveal any reason for the loss of power.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: a loss of engine power for undetermined reasons. A factor associated with the accident were the trees which the airplane contacted and the low altitude at which the loss of power occurred.

Findings

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

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED
2. (F) ALTITUDE - LOW

Occurrence #2: FORCED LANDING
Phase of Operation: EMERGENCY LANDING AFTER TAKEOFF

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: EMERGENCY LANDING

Findings

3. (F) OBJECT - TREE(S)

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: EMERGENCY LANDING

Factual Information

On August 1, 1998, at 1915 central daylight time (cdt), a Piper PA-20, N127X, owned and operated by a private pilot, was substantially damaged during a collision with the terrain shortly after takeoff from the Brady-Pippin Airstrip (private, 2,000' sod) in Andover, Kansas. The pilot reported a loss of engine power on takeoff. The pilot and two passengers were not injured. Two remaining passengers received minor injuries. The personal 14 CFR Part 91 flight was operating in visual meteorological conditions without a flight plan. The local flight was departing at the time of takeoff.

The pilot reported that everything appeared normal during the aircraft preflight, engine run-up, taxi, and initial takeoff. He reported that at an altitude of 60 to 70 feet above the ground a sudden loss of power occurred followed by a "rapid descent" into a line of trees at the north end of the runway. According to the Butler County Sheriff's Office, the right wing of the airplane contacted a large cedar tree at a height of about 15 to 18 feet above the ground. Their report states, "This caused the plane to spin or turn toward the east throwing it down onto the highway onto the left side of the plane crashing the wing and left side of the plane onto the roadway." The airplane came to rest on SW70th on a easterly heading.

The airplane was examined by inspectors from the Federal Aviation Administration Wichita, Kansas, Flight Standards District Office. Their inspection of the engine failed to reveal any reason for the loss of power.

Pilot Information

Certificate:	Private	Age:	34, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
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:	04/24/1997
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	134 hours (Total, all aircraft), 60 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N127X
Model/Series:	20 20	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	20-860
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	06/10/1998, Annual	Certified Max Gross Wt.:	1800 lbs
Time Since Last Inspection:	30 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2850 Hours	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-290
Registered Owner:	MAXWELL JAMES SELF	Rated Power:	135 hp
Operator:	MAXWELL JAMES SELF	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	3KM, 1420 ft msl	Distance from Accident Site:	7 Nautical Miles
Observation Time:	1954 CDT	Direction from Accident Site:	310°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	7 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	80°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	28°C / 23°C
Precipitation and Obscuration:			
Departure Point:	(KS20)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class G

Airport Information

Airport:	BRADY-PIPPIN (PVT)	Runway Surface Type:	Grass/turf
Airport Elevation:	1300 ft	Runway Surface Condition:	
Runway Used:	36	IFR Approach:	
Runway Length/Width:	2500 ft / 40 ft	VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 Minor, 2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor, 3 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	TODD J CARLSON	Report Date:	02/16/2001
Additional Participating Persons:	RONALD E CENTERS; WICHITA, KS		
Publish Date:			
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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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