



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	MCKENZIE BRIDGE, OR	<b>Accident Number:</b>	SEA94LA023
<b>Date &amp; Time:</b>	11/01/1993, 1225 PST	<b>Registration:</b>	N6629H
<b>Aircraft:</b>	CESSNA 172H	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor, 1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

BECAUSE HE CAME IN HIGH AND FAST, THE PILOT EXECUTED A GO-AROUND NEAR THE APPROACH END OF THE 2,600 FOOT LONG REMOTE AIRSTRIP. DURING THE ATTEMPTED GO-AROUND THE ENGINE FAILED TO PRODUCE FULL POWER, AND THE AIRCRAFT FAILED TO CLIMB ABOVE THE TREES AT THE DEPARTURE END OF THE RUNWAY.

## Probable Cause and Findings

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

## Findings

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Occurrence #1: LOSS OF ENGINE POWER  
Phase of Operation: GO-AROUND (VFR)

### Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED  
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Occurrence #2: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: GO-AROUND (VFR)

## Factual Information

On November 1, 1993, approximately 1225 Pacific standard time (PST), a Cessna 172H, N6629H, impacted trees during an attempted go-around at McKenzie Bridge State Airport, McKenzie Bridge, Oregon. The private pilot was not injured, but his passenger received minor injuries, and the aircraft sustained substantial damage. The personal pleasure flight, which departed Hobby Field, Creswell, Oregon, about 30 minutes earlier, was being operated in visual meteorological conditions at the time of the accident. There was no flight plan filed for this flight, and the ELT, which was activated by the impact, was turned off at the scene.

The pilot said that he accidentally came in high to the 2,600 foot long remote airstrip. Near the approach end of the runway he initiated a go-around, and repositioned the flaps from their full-down position to the 20 degree position. The pilot said that he applied full throttle, but he felt that the aircraft was not developing full power. He estimated that the aircraft was only able to gain about 20 feet prior to reaching the departure end of the runway. The aircraft collided with trees just off the end of the runway, and then impacted the ground.

An FAA Airworthiness Inspector who examined the engine after the accident was unable to find any reason for the reported power loss.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	35, 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, 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>	01/09/1992
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	182 hours (Total, all aircraft), 16 hours (Total, this make and model), 54 hours (Pilot In Command, all aircraft), 4 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N6629H
Model/Series:	172H 172H	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal; Utility	Serial Number:	17265516
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	10/31/1993, Annual	Certified Max Gross Wt.:	2600 lbs
Time Since Last Inspection:	35 Hours	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-320-E2D
Registered Owner:	CHUCK'S SERVICE CENTER	Rated Power:	150 hp
Operator:	CHUCK'S SERVICE CENTER	Operating Certificate(s) Held:	None
Operator Does Business As:	ARIAL COMMUNICATIONS OF AMER.	Operator Designator Code:	

## 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	20 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	21 °C
Precipitation and Obscuration:			
Departure Point:	CRESWELL, OR (775)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1150 PST	Type of Airspace:	Class G

## Airport Information

Airport:	MCKENZIE BRIDGE STATE (00S)	Runway Surface Type:	Grass/turf
Airport Elevation:	1620 ft	Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	2600 ft / 125 ft	VFR Approach/Landing:	Go Around

## Wreckage and Impact Information

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

## Administrative Information

<b>Investigator In Charge (IIC):</b>	ORRIN K ANDERSON,	<b>Report Date:</b>	09/13/1994
<b>Additional Participating Persons:</b>	BILL POPPINO; PORTLAND, OR,		
<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](#).