



# National Transportation Safety Board Aviation Accident Final Report

---

<b>Location:</b>	MARKHAM, IL	<b>Accident Number:</b>	CHI92LA139
<b>Date &amp; Time:</b>	05/02/1992, 1440 CDT	<b>Registration:</b>	N1814T
<b>Aircraft:</b>	PIPER PA-28-140D	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

---

## Analysis

THE LIGHT SINGLE-ENGINED AIRPLANE HAD DESCENDED TO A NEW ALTITUDE. THE PILOT ADVANCED THE THROTTLE WITH THE INTENT OF OBTAINING CRUISE POWER. THE ENGINE DID NOT RESPOND TO THE POWER APPLICATION. IT REMAINED AT THE PREVIOUSLY SET IDLE RPM AND BEGAN GRADUALLY LOOSING THE RPM. THE PILOT CHOSE A FLAT AREA ADJACENT TO A POND FOR THE FORCED LANDING. THE PILOT STATED HE DID NOT TOUCH DOWN ON THE FLAT AREA BECAUSE THE AIRPLANE'S AIRSPEED WAS TOO FAST. THE AIRPLANE TOUCHED DOWN ON THE RIDGE THAT WAS AT THE END OF THE FLAT AREA AND WAS SUBSTANTIALLY DAMAGED. AN ON SCENE INVESTIGATION REVEALED THE THROTTLE ROD END BEARING WAS NOT ATTACHED TO THE THROTTLE RACKET. THE ATTACHING BOLT WAS MISSING. BOTH COMPONENTS WERE COMPLETELY SEPARATEED RATHER THAN ATTACHED.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE RESULT OF AN INADEQUATE ANNUAL INSPECTION BY OTHER MAINTENANCE PERSONNEL AND, AS A RESULT, A TOTAL FAILURE OF THE THROTTLE LINKAGE. A FACTOR WAS THE PILOT OVERSHOT HIS INTENDED EMERGENCY LANDING AREA, DUE TO EXCESSIVE SPEED.

## Findings

---

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

### Findings

1. (C) THROTTLE/POWER LEVER, LINKAGE - FAILURE, TOTAL
2. (C) MAINTENANCE, ANNUAL INSPECTION - INADEQUATE - OTHER MAINTENANCE PERSONNEL
3. THROTTLE/POWER CONTROL - UNAVAILABLE - PILOT IN COMMAND

-----

Occurrence #2: FORCED LANDING  
Phase of Operation: DESCENT - EMERGENCY

### Findings

4. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND
5. REMEDIAL ACTION - PERFORMED - PILOT IN COMMAND

-----

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

6. TERRAIN CONDITION - BERM
7. (F) AIRSPEED - EXCESSIVE - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	23, 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>	04/02/1992
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	327 hours (Total, all aircraft), 318 hours (Total, this make and model), 280 hours (Pilot In Command, all aircraft), 12 hours (Last 90 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N1814T
<b>Model/Series:</b>	PA-28-140D PA-28-140D	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	28-7125166
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	02/06/1992, Annual	<b>Certified Max Gross Wt.:</b>	2150 lbs
<b>Time Since Last Inspection:</b>	25 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	6376 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-320-E2A
<b>Registered Owner:</b>	JAN J. TOOF/JOHN FLANNERY	<b>Rated Power:</b>	150 hp
<b>Operator:</b>	JAN J. TOOF/JOHN FLANNERY	<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:	MDW, 619 ft msl	Distance from Accident Site:	11 Nautical Miles
Observation Time:	1445 CDT	Direction from Accident Site:	360°
Lowest Cloud Condition:	Unknown / 10000 ft agl	Visibility	20 Miles
Lowest Ceiling:	Overcast / 10000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	15 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	22° C / 5° C
Precipitation and Obscuration:			
Departure Point:	KENTLAND, IN (50I)	Type of Flight Plan Filed:	None
Destination:	CHICAGO, IL (MDW)	Type of Clearance:	None
Departure Time:	1355 CDT	Type of Airspace:	TRSA

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	Frank S Gattolin	Report Date:	03/09/1993
Additional Participating Persons:	THOMAS SORENS; WEST CHICAGO, IL WILLIAM HELING; WEST CHICAGO, IL		
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 <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> .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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](#).