



National Transportation Safety Board Aviation Accident Data Summary

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| Location: | MARKHAM, IL | Accident Number: | CHI92LA139 |
| Date & Time: | 05/02/1992, 1440 CDT | Registration: | N1814T |
| Aircraft: | PIPER PA-28-140D | Injuries: | 1 Minor |
| Flight Conducted Under: | 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 LOSING 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

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

Findings

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

Pilot Information

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|----------------------------------|--|------------------------------|------|
| Certificate: | Private | Age: | 23 |
| Airplane Rating(s): | Single-engine Land | Instrument Rating(s): | None |
| Other Aircraft Rating(s): | None | Instructor Rating(s): | None |
| Flight Time: | 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

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|---------------------------------------|--------------------------------------|-----------------------------|-----------------|
| Aircraft Make: | PIPER | Registration: | N1814T |
| Model/Series: | PA-28-140D PA-28-140D | Engines: | 1 Reciprocating |
| Operator: | JAN J. TOOF/JOHN FLANNERY | Engine Manufacturer: | LYCOMING |
| Operating Certificate(s) Held: | None | Engine Model/Series: | O-320-E2A |
| Flight Conducted Under: | Part 91: General Aviation - Personal | | |

Meteorological Information and Flight Plan

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|---|-------------------------|-------------------------------------|------------------------------|
| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Day |
| Observation Facility, Elevation: | MDW, 619 ft msl | Weather Information Source: | Weather Observation Facility |
| Lowest Ceiling: | Overcast / 10000 ft agl | Wind Speed/Gusts, Direction: | 15 knots / , 290° |
| Temperature: | 22° C | Visibility | 20 Miles |
| Precipitation and Obscuration: | | | |
| Departure Point: | KENTLAND, IN (50I) | Destination: | CHICAGO, IL (MDW) |

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): Frank S Gattolin

Adopted Date: 03/09/1993

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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