



National Transportation Safety Board Aviation Accident Final Report

Location:	HOT SPRINGS, AR	Accident Number:	FTW92LA198
Date & Time:	08/01/1992, 1030 CDT	Registration:	N8747P
Aircraft:	PIPER PA-24-260	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

DURING A DAYLIGHT DEPARTURE THE AIRPLANE LOST PARTIAL POWER DURING THE INITIAL CLIMB. THE AIRPLANE HAD REACHED AN ALTITUDE OF 200 FEET AGL WHEN THE POWER WAS LOST. THERE WAS INSUFFICIENT RUNWAY REMAINING TO LAND STRAIGHT AHEAD AND THE TERRAIN BEYOND THE END OF THE RUNWAY WAS UNSUITABLE FOR LANDING. THE PILOT ELECTED TO REVERSE DIRECTION AND RETURN TO AN AVAILABLE RUNWAY. UNABLE TO SUSTAIN FLIGHT THE AIRPLANE LANDED SHORT OF THE CHOSEN RUNWAY. THE CAUSE OF THE POWER LOSS COULD NOT BE DETERMINED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PARTIAL LOSS OF ENGINE POWER DUE TO UNDETERMINED REASONS. A FACTOR WAS THE UNSUITABLE TERRAIN.

Findings

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

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

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

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - EMERGENCY

Findings

2. (F) TERRAIN CONDITION - NONE SUITABLE

Factual Information

Pilot Information

Certificate:	Airline Transport; Flight Instructor	Age:	40, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	07/24/1992
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	8500 hours (Total, all aircraft), 400 hours (Total, this make and model), 6800 hours (Pilot In Command, all aircraft), 150 hours (Last 90 days, all aircraft), 50 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N8747P
Model/Series:	PA-24-260 PA-24-260	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	24-200
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	07/30/1992, Annual	Certified Max Gross Wt.:	3200 lbs
Time Since Last Inspection:	1 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1643 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-540-D4A5
Registered Owner:	COBB AIRCRAFT	Rated Power:	260 hp
Operator:	COBB AIRCRAFT	Operating Certificate(s) Held:	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:	Thin Broken / 25000 ft agl	Visibility	12 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	60°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	24° C / 19° C
Precipitation and Obscuration:			
Departure Point:	(HOT)	Type of Flight Plan Filed:	None
Destination:	(HOT)	Type of Clearance:	None
Departure Time:	0920 CDT	Type of Airspace:	

Airport Information

Airport:	HOT SPRINGS MUN. (HOT)	Runway Surface Type:	Asphalt
Airport Elevation:	540 ft	Runway Surface Condition:	Dry
Runway Used:	13	IFR Approach:	
Runway Length/Width:	4099 ft / 150 ft	VFR Approach/Landing:	Forced Landing

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	MATTHEW ELLIS	Report Date:	06/30/1993
Additional Participating Persons:	EDWIN MILLISER; LITTLE ROCK, AR		
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/ .		

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](#).