



National Transportation Safety Board Aviation Accident Data Summary

Location:	HOT SPRINGS, AR	Accident Number:	FTW92LA198
Date & Time:	08/01/1992, 1030 CDT	Registration:	N8747P
Aircraft:	PIPER PA-24-260	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

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

Pilot Information

Certificate:	Airline Transport; Flight Instructor	Age:	40
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane
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	Engines:	1 Reciprocating
Operator:	COBB AIRCRAFT	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	IO-540-D4A5
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Witness
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	9 knots / , 60°
Temperature:	24° C	Visibility	12 Miles
Precipitation and Obscuration:			
Departure Point:	(HOT)	Destination:	(HOT)

Airport Information

Airport:	HOT SPRINGS MUN. (HOT)	Runway Surface Type:	Asphalt
Runway Used:	13	Runway Surface Condition:	Dry
Runway Length/Width:	4099 ft / 150 ft		

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): MATTHEW ELLIS

Adopted Date: 06/30/1993

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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