



National Transportation Safety Board Aviation Accident Data Summary

Location:	TULSA, OK	Accident Number:	FTW00LA163
Date & Time:	06/01/2000, 0200 CDT	Registration:	N7271W
Aircraft:	Piper PA-28-180	Injuries:	4 Serious, 1 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The private pilot stated that the airplane's preflight inspection and pre-takeoff engine run-up did not reveal any anomalies. The night cross-country flight departed from runway 01L and the airplane was climbing through 1,100 feet msl (463 feet agl) when the pilot noticed a hot smell and, subsequently, the engine lost total power. The pilot attempted to find a landing area and the pilot-rated passenger, who was a certified flight instructor (CFI), attempted to re-start the engine; however, the engine did not re-start. The pilot then relinquished control of the airplane to the CFI and a forced landing was executed. During the forced landing, the airplane impacted a tree and came to a stop upright. A pilot-rated witness added that he heard the airplane's engine 'missing badly,' during the initial takeoff climb. The airframe and engine logbooks were examined and no open maintenance discrepancies were noted. The reason for the loss of engine power was not determined during the airframe examination or engine test run.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the loss of engine power for an undetermined reason. A contributing factor was the lack of suitable terrain for the forced landing.

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: EMERGENCY DESCENT/LANDING

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

Findings

2. (F) TERRAIN CONDITION - NONE SUITABLE
3. TERRAIN CONDITION - GROUND

Pilot Information

Certificate:	Private	Age:	40
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	240 hours (Total, all aircraft), 151 hours (Total, this make and model), 205 hours (Pilot In Command, all aircraft), 24 hours (Last 90 days, all aircraft), 24 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N7271W
Model/Series:	PA-28-180 PA-28-180	Engines:	1 Reciprocating
Operator:	CLAIRE CHEATHAM	Engine Manufacturer:	Lycoming
Operating Certificate(s) Held:	None	Engine Model/Series:	O-360-A3A
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Bright
Observation Facility, Elevation:	RVS, 638 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	4 knots / , 180°
Temperature:	24°C	Visibility	9 Miles
Precipitation and Obscuration:			
Departure Point:	(RVS)	Destination:	COLORADO SPGS, CO (00V)

Airport Information

Airport:	RICHARD LLOYD JONES JR (RVS)	Runway Surface Type:	Asphalt
Runway Used:	1L	Runway Surface Condition:	
Runway Length/Width:	5101 ft / 100 ft		

Wreckage and Impact Information

Crew Injuries:	2 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	2 Serious, 1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): JASON A RAGOGNA Adopted Date: 07/02/2001

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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