



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	LEWISBERG, PA	<b>Accident Number:</b>	IAD01LA001
<b>Date &amp; Time:</b>	10/01/2000, 1511 EDT	<b>Registration:</b>	N9697D
<b>Aircraft:</b>	Piper PA-22-160	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

Upon entering the downwind leg of the traffic pattern, the airplane's engine started to misfire. The pilot applied carburetor heat and increased engine power to 1,500 RPM, but the engine continued to misfire. The pilot continued to increase engine power, but the engine's performance did not improve. On the base leg, the pilot turned off the carburetor heat, and reduced engine power to idle in preparation to land. At this point, the engine stopped producing power. The pilot made a shallow right turn and lined up with a field for an emergency landing. The pilot was aware of the row of power lines that preceded the field, and flew under them. However, the right main landing gear was sheared off after contacting a small tree. The airplane landed in the field and ground-looped. The airplane had a sufficient amount of fuel onboard, which was absent of debris and contamination. The engine was run on the airframe utilizing the airplane's own fuel system. The engine started immediately and ran normal. Examination of the airplane and engine revealed there were no mechanical malfunctions.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:  
The loss of engine power for undetermined reasons.

## Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL  
Phase of Operation: APPROACH - VFR PATTERN - BASE LEG/BASE TO FINAL

### Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED  
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Occurrence #2: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: EMERGENCY LANDING

### Findings

2. OBJECT - TREE(S)  
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Occurrence #3: FORCED LANDING  
Phase of Operation: EMERGENCY LANDING

### Findings

3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	54
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	538 hours (Total, all aircraft), 58 hours (Total, this make and model), 509 hours (Pilot In Command, all aircraft), 26 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N9697D
<b>Model/Series:</b>	PA-22-160 PA-22-160	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	MELVIN E. REED	<b>Engine Manufacturer:</b>	Lycoming
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-320-B2A
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	SEG, 450 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	7 knots / , 190°
<b>Temperature:</b>	22° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	BETHAL, PA (8N1)	<b>Destination:</b>	, PA (3PA6)

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

<b>Investigator In Charge (IIC):</b>	LEAH D YEAGER	<b>Adopted Date:</b>	11/28/2001
<b>Investigation Docket:</b>	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.ntsbt.gov/pubdms/">http://dms.ntsbt.gov/pubdms/</a> .		

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