



# National Transportation Safety Board Aviation Accident Final Report

---

<b>Location:</b>	SALEM, OH	<b>Accident Number:</b>	CHI88DEI03
<b>Date &amp; Time:</b>	08/01/1988, 2000 EDT	<b>Registration:</b>	N7024R
<b>Aircraft:</b>	PIPER PA-28-140	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

---

## Analysis

THE AIRPLANE ENGINE FAILED TO RESPOND WHEN THE THROTTLE WAS ADVANCED DURING THE RECOVERY FROM A PRACTICE FORCED LANDING. THE AIRPLANE STRUCK WIRES WHILE ATTEMPTING TO REACH A SUITABLE LANDING AREA DURING THE RESULTING FORCED LANDING. THE WIRES DID NOT BREAK; THE AIRPLANE'S FORWARD MOTION WAS ARRESTED, AND IT FELL TO THE GROUND.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

## Findings

---

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL  
Phase of Operation: GO-AROUND (VFR)

### Findings

1. (C) POWERPLANT - UNDETERMINED
2. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)

-----

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

-----

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: APPROACH

### Findings

3. (F) OBJECT - WIRE, TRANSMISSION

-----

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	45, Male
<b>Airplane Rating(s):</b>	Multi-engine Land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	07/01/1988
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	14000 hours (Total, all aircraft), 300 hours (Total, this make and model), 4000 hours (Pilot In Command, all aircraft), 92 hours (Last 90 days, all aircraft), 60 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N7024R
<b>Model/Series:</b>	PA-28-140 PA-28-140	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	28-21720
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	06/07/1988, Annual	<b>Certified Max Gross Wt.:</b>	2150 lbs
<b>Time Since Last Inspection:</b>	11 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3329 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	O-320-E2A
<b>Registered Owner:</b>	DAVID T. WARFEL	<b>Rated Power:</b>	150 hp
<b>Operator:</b>	DAVID T. WARFEL	<b>Operating Certificate(s) Held:</b>	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:	Scattered / 0 ft agl	Visibility	5 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Light and Variable /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	31° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1920 EDT	Type of Airspace:	Class G

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	I. L GROSSMAN	Report Date:	09/25/1989
Additional Participating Persons:			
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 <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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](#).