



# National Transportation Safety Board Aviation Accident Data Summary

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<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>Injuries:</b>	2 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## 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

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)

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

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

### Findings

3. (F) OBJECT - WIRE, TRANSMISSION

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

## Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	45
<b>Airplane Rating(s):</b>	Multi-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<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>Engines:</b>	1 Reciprocating
<b>Operator:</b>	DAVID T. WARFEL	<b>Engine Manufacturer:</b>	LYCOMING
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-320-E2A
<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>	, 0 ft msl	<b>Weather Information Source:</b>	Pilot
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	Light and Variable / , 360°
<b>Temperature:</b>	31° C	<b>Visibility</b>	5 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	<b>Destination:</b>		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<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>	I. L. GROSSMAN	<b>Adopted Date:</b>	09/25/1989
<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:pubin@ntsb.gov">pubin@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> .		

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