



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	ARGYLE, NY	<b>Accident Number:</b>	NYC88LA026
<b>Date &amp; Time:</b>	11/01/1987, 1400 EST	<b>Registration:</b>	N5502Z
<b>Aircraft:</b>	PIPER PA-22-108	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

THE FLIGHT WAS RETURNING TO CHENEY FARM FIELD FOR LANDING WHEN THE PILOT CAME IN TOO HIGH AND FAST. HE ADDED POWER, BANKED LEFT AND STARTED A GO AROUND. AT THIS TIME THE ENGINE BACKFIRED AND STARTED MISSING. DURING THE EMERGENCY LANDING IN A PASTURE THE AIRCRAFT TOUCHED DOWN SHORT OF A FENCE AND FLIPPED OVER. THE PLTS RECOMMENDATION FOR PREVENTION WAS EARLIER DETECTION OF CARB ICING.

## Probable Cause

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

## Findings

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

### Findings

1. (C) FUEL SYSTEM,CARBURETOR - ICE
2. (C) IMPROPER USE OF - PILOT IN COMMAND

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

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Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

3. OBJECT - FENCE
4. TERRAIN CONDITION - HIGH VEGETATION

## Pilot Information

Certificate:	Private	Age:	22
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	
Flight Time:	310 hours (Total, all aircraft), 10 hours (Total, this make and model), 165 hours (Pilot In Command, all aircraft), 35 hours (Last 90 days, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N5502Z
Model/Series:	PA-22-108 PA-22-108	Engines:	1 Reciprocating
Operator:	DAVID CHANEY	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	O-235-C1B
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:	Pilot
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	Calm / ,
Temperature:	4° C	Visibility	25 Miles
Precipitation and Obscuration:			
Departure Point:	Destination:		

## Airport Information

Airport:	CHENY FARMS	Runway Surface Type:	Grass/turf
Runway Used:	0	Runway Surface Condition:	Dry
Runway Length/Width:			

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC): ROBERT L HANCOCK      Adopted Date: 05/26/1989

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](mailto: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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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.