



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	AVA, MO	<b>Accident Number:</b>	MKC86LA078
<b>Date &amp; Time:</b>	04/02/1986, 1725 CST	<b>Registration:</b>	N80751
<b>Aircraft:</b>	CESSNA 172	<b>Injuries:</b>	3 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

THE PLT REPORTS THAT THE ENG BEGAN TO RUN ROUGH AND LOSE RPM WHILE THE ACFT WAS CRUISING AT 2500 FT. HE SAID HE ATTEMPTED EMERG PROC BUT THE LOSS OF RPM CONTINUED AND HE DECIDED ON AN OFF-ARPT LANDING. DURING THE APCH TO THE LANDING AREA THE ENG RPM DROPPED TO 1200 AND THE PLT SECURED THE ENG. DURING THE FORCED LANDING THE ACFT HIT A SMALL TREE AND A FENCE POST. EXAM OF THE ENG REVEALED A BROKEN EXHAUST VALVE IN THE #1 CYL. METALLURGICAL EXAM OF THE BROKEN VALVE REVEALED EVIDENCE OF A PROGRESSIVE FAILURE.

## Probable Cause

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

## Findings

Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation: CRUISE - NORMAL

### Findings

1. (C) ENGINE ASSEMBLY, VALVE, INTAKE - FAILURE, TOTAL
2. ENGINE ASSEMBLY, VALVE, INTAKE - FATIGUE
3. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ROLL

### Findings

4. OBJECT - TREE(S)

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	18
<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>	191 hours (Total, all aircraft), 114 hours (Total, this make and model), 131 hours (Pilot In Command, all aircraft), 69 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N80751
<b>Model/Series:</b>	172 172	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	SCHOOL OF THE OZARKS	<b>Engine Manufacturer:</b>	LYCOMING
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-320-E2D
<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>	Broken / 4000 ft agl	<b>Wind Speed/Gusts, Direction:</b>	10 knots / , 180°
<b>Temperature:</b>	21 °C	<b>Visibility</b>	15 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	POINT LOOKOUT, MO (PLK)	<b>Destination:</b>	AVA, MO (73K)

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	2 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>	ROBERT D JOHNSON	<b>Adopted Date:</b>	
<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.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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