



National Transportation Safety Board Aviation Accident Final Report

Location:	WICKES, AR	Accident Number:	MKC84FA156
Date & Time:	06/01/1984, 0800 CDT	Registration:	N9365N
Aircraft:	PIPER PA-28R-200	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	3 Serious
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE ACFT WAS FORCE LANDED IN AN OPEN ROLLING FIELD AFTER THE ENGINE LOST POWER. THE PLT SAID THE ENGINE PRODUCED A RATTLING NOISE AND VIBRATION BEFORE THE LOSS OF MANIFOLD PRESSURE. POST ACCIDENT EXAMINATION SHOWED A FAILED #3 CONNECTING ROD AND CYLINDER.

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) - MECH FAILURE/MALF
Phase of Operation: CRUISE - NORMAL

Findings

1. (C) ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL
2. (C) ENGINE ASSEMBLY,CRANKCASE - FAILURE,PARTIAL

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

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

3. (F) TERRAIN CONDITION - UPHILL

Occurrence #4: FIRE
Phase of Operation: OTHER

Factual Information

Pilot Information

Certificate:	Private	Age:	33, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	11/20/1983
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	116 hours (Total, all aircraft), 12 hours (Total, this make and model), 45 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N9365N
Model/Series:	PA-28R-200 PA-28R-200	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	28R35073
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	03/24/1984, 100 Hour	Certified Max Gross Wt.:	2900 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-360-C1C
Registered Owner:	LINDT FLYING SERVICE	Rated Power:	200 hp
Operator:	LINDT FLYING SERVICE	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	TXK, 389 ft msl	Distance from Accident Site:	54 Nautical Miles
Observation Time:	0948 CDT	Direction from Accident Site:	154°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	5 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	23° C / 11° C
Precipitation and Obscuration:			
Departure Point:	WINDFIELD, KS (WLD)	Type of Flight Plan Filed:	None
Destination:	SHREVEPORT, LA (DTN)	Type of Clearance:	None
Departure Time:	0800 CDT	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:	2 Serious	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 Serious	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	JAMES A WALL	Report Date:	
Additional Participating Persons:	JEFFERY K LASHBROOK; LITTLE ROCK, AR BRUCE B BICKHAUS; VERO BEACH, FL WILLARD R GIBBONS; VERO BEACH, FL		
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 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 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](#).