



National Transportation Safety Board Aviation Accident Final Report

Location:	SPRINGFIELD, MO	Accident Number:	MKC85LA013
Date & Time:	11/02/1984, 1835 CST	Registration:	N44095
Aircraft:	PIPER PA-28-151	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

THE ACFT COLLIDED WITH TREES DURING A FORCED LANDING, WHILE ON A DUAL INSTRUCTIONAL FLT. THE CFI SAID AFTER THE CLIMB TO CRUISE THE ENG BEGAN TO SLOW DWN. THE CFI TOOK CONTROL OF THE ACFT TO RETURN TO ARPT OF DEPARTURE. HE SAID THE VIBRATION WAS EXCESSIVE AS THE ENG CONTINUED TO LOSE RPM. THE ENG WAS SHUT DWN AFTER THE ACFT HAD DESCENDED FROM 3500 TO 700 FT AGL. THE CFI SAID AS THE TURN TO FINAL WAS MADE IT WAS APPARENT THAT THEY WOULD LAND SHORT OF THE RWY. THE ACFT WAS LANDED IN AN OPEN FIELD BUT IMPACTED TREES DURING THE ROLLOUT. POST ACC EXAM SHOWED THAT THE OIL LINES WERE THE ORIGINAL EQUIPMENT. THE ACFT SERVICE MANUAL STATES THAT THE OIL LINES SHOULD BE REPLACED AS REQUIRED, BUT NO LATER THAN 1000 HRS. THE ACFT LOG LISTS 5 ANNUALS AND ONE 100 HR INSP COMPLETED SINCE THE ACFT ACCUMULATED 1000 OPERATIONAL HRS. THE ACFT OIL COOLER'S INLET OIL LINE FAILED DURING THE TRANSITION FROM CLIMB TO CRUISE FLT. THE FAILURE RESULTED IN LOSS OF THE ENG'S OIL SUPPLY AND SUBSEQUENT ENG FAILURE.

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

Findings

1. (C) LUBRICATING SYSTEM,OIL LINE - LIFE EXPIRED
 2. (C) MAINTENANCE,REPLACEMENT - NOT PERFORMED - OTHER MAINTENANCE PERSONNEL
 3. (C) ENGINE ASSEMBLY - FAILURE,PARTIAL
 4. (C) FLUID,OIL - EXHAUSTION
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Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Findings

5. (F) LIGHT CONDITION - DARK NIGHT
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Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

6. (F) OBJECT - TREE(S)
7. (F) TERRAIN CONDITION - HIGH VEGETATION

Factual Information

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	60, Male
Airplane Rating(s):	Multi-engine Land; Multi-engine Sea; Single-engine Land; Single-engine Sea	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	06/11/1984
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	31300 hours (Total, all aircraft), 450 hours (Total, this make and model), 110 hours (Last 90 days, all aircraft), 21 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N44095
Model/Series:	PA-28-151 PA-28-151	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	287415581
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	10/10/1984, Annual	Certified Max Gross Wt.:	2325 lbs
Time Since Last Inspection:	105 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1600 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-320-E3D
Registered Owner:	PAUL G. PETER	Rated Power:	150 hp
Operator:	PAUL G. PETER	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	SGF, 1267 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1841 CST	Direction from Accident Site:	120°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	130°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	6°C / -2°C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	VFR
Departure Time:	1820 CST	Type of Airspace:	Class D

Airport Information

Airport:	SPRINGFIELD REG. (SGF)	Runway Surface Type:	
Airport Elevation:	0 ft	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced Landing

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	JAMES A WALL	Report Date:	
Additional Participating Persons:	ROBERT STERNECKER; KANSAS CITY, MO		
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 pubinquiry@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](#).