



National Transportation Safety Board Aviation Accident Data Summary

Location:	SPRINGFIELD, MO	Accident Number:	MKC85LA013
Date & Time:	11/02/1984, 1835 CST	Registration:	N44095
Aircraft:	PIPER PA-28-151	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

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

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

Findings

5. (F) LIGHT CONDITION - DARK NIGHT

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

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	60
Airplane Rating(s):	Multi-engine Land; Multi-engine Sea; Single-engine Land; Single-engine Sea	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane
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	Engines:	1 Reciprocating
Operator:	PAUL G. PETER	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	O-320-E3D
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	SGF, 1267 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	4 knots / , 130°
Temperature:	6°C	Visibility	15 Miles
Precipitation and Obscuration:			
Departure Point:	Destination:		

Airport Information

Airport:	SPRINGFIELD REG. (SGF)	Runway Surface Type:	
Runway Used:	0	Runway Surface Condition:	
Runway Length/Width:			

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC):	JAMES A WALL	Adopted 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/ .		

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.