



National Transportation Safety Board Aviation Accident Final Report

Location:	LADYSMITH, WI	Accident Number:	CHI82DA230
Date & Time:	07/01/1982, 0945 CDT	Registration:	N40037
Aircraft:	PIPER PA-28-161	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE STUDENT PILOT COLLIDED WITH A FENCE AND ROUGH TERRAIN DURING A FORCED LANDING ON A CROSS-COUNTRY FLIGHT. THE STUDENT HEARD A LOUD KNOCKING FROM THE ENGINE AFTER ABOUT 35 MINUTES OF FLIGHT. HE REDUCED POWER WHICH HELPED BUT THE ENGINE WAS STILL NOISY. THE STUDENT SELECTED A MOWED FIELD FOR LANDING. DURING THE LANDING ROLL THE AIRCRAFT WENT THROUGH A FENCE INTO ROCKY TERRAIN. ONE PUSH ROD IN THE ENGINE WAS FOUND BOWED ABOUT 2 INCHES AND THERE WAS SIGNS OF OIL SPILLAGE. NO OTHER MALFUNCTIONS NOTED. SIX QUARTS OF OIL REMAINED IN THE SUMP.

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,PUSH ROD - BENT
2. (F) FLUID,OIL - LEAK

Occurrence #2: FORCED LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

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

Findings

3. (F) OBJECT - FENCE
4. (F) TERRAIN CONDITION - ROUGH/UNEVEN

Factual Information

Pilot Information

Certificate:	Student	Age:	29, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	05/17/1982
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	55 hours (Total, all aircraft), 55 hours (Total, this make and model), 18 hours (Pilot In Command, all aircraft), 18 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N40037
Model/Series:	PA-28-161 PA-28-161	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	287816003
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2325 lbs
Time Since Last Inspection:	0 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1800 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	O-320-D3G
Registered Owner:	ALCURT, INC. AND CURTIS R. FIS	Rated Power:	160 hp
Operator:	DAVE A. JOHNSON	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	EAU, 0 ft msl	Distance from Accident Site:	30 Nautical Miles
Observation Time:	0856	Direction from Accident Site:	10°
Lowest Cloud Condition:	Scattered / 25000 ft agl	Visibility	20 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	70° C / 0° C
Precipitation and Obscuration:			
Departure Point:	MANITOWISH WATE, WI (D25)	Type of Flight Plan Filed:	None
Destination:	MANKATO, MN	Type of Clearance:	None
Departure Time:	0858	Type of Airspace:	

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Report Date:	07/01/1983
Additional Participating Persons:		
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](#).