



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	ROCKFORD, IL	<b>Accident Number:</b>	CHI82DA288
<b>Date &amp; Time:</b>	08/01/1982, 1730 CDT	<b>Registration:</b>	N5286L
<b>Aircraft:</b>	PIPER PA-28-180	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	5 None

**Flight Conducted Under:** Part 91: General Aviation - Personal

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## Analysis

THE AIRCRAFT BEGAN TO SETTLE OR MUSH AFTER TAKEOFF SO THE PILOT MADE A LANDING IN A SCHOOL YARD. POST ACCIDENT EXAMINATION FAILURE TO REVEAL ANY EVIDENCE OF ENGINE MALFUNCTION ALTHOUGH PILOT CLAIMED HE LOST POWER. THE AIRCRAFT WAS ABOUT 80 LBS. BELOW MAXIMUM GROSS WEIGHT.

## Probable Cause and Findings

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

## Findings

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Occurrence #1: LOSS OF ENGINE POWER  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED  
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Occurrence #2: FORCED LANDING  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

2. STALL/MUSH - CONTINUED - PILOT IN COMMAND  
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Occurrence #3: COMPLETE GEAR COLLAPSED  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

3. LANDING GEAR,MAIN GEAR - OVERLOAD  
4. LANDING GEAR,NOSE GEAR - OVERLOAD

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	23, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	12/16/1980
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	170 hours (Total, all aircraft), 170 hours (Total, this make and model), 110 hours (Pilot In Command, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N5286L
<b>Model/Series:</b>	PA-28-180 PA-28-180	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	28-4586
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	5
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	2350 lbs
<b>Time Since Last Inspection:</b>	5 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	872 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	O-360-A4A
<b>Registered Owner:</b>	RALPH ALCORN	<b>Rated Power:</b>	180 hp
<b>Operator:</b>	RALPH ALCORN	<b>Operating Certificate(s) Held:</b>	

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	RFD, 0 ft msl	Distance from Accident Site:	5 Nautical Miles
Observation Time:	1754	Direction from Accident Site:	150°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	Broken / 10000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	11 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	84° C / 0° C
Precipitation and Obscuration:			
Departure Point:	ROCKFORD, IL (1C8)	Type of Flight Plan Filed:	None
Destination:	LANCASTER, WI (73C)	Type of Clearance:	None
Departure Time:	1730	Type of Airspace:	

## Airport Information

Airport:	COTTONWOOD (1C8)	Runway Surface Type:	Grass/turf
Airport Elevation:	0 ft	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	2600 ft / 200 ft	VFR Approach/Landing:	None

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	4 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	5 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	Report Date:	08/01/1983
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 <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> .	

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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).