



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Independence, OR	<b>Accident Number:</b>	LAX08LA025
<b>Date &amp; Time:</b>	11/02/2007, 1530 PDT	<b>Registration:</b>	N232PM
<b>Aircraft:</b>	Interplane XJ	<b>Injuries:</b>	1 Serious
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

Just after liftoff, the engine was not able to develop sufficient power for the initial climb. Although the engine never fully ceased operation, it was only able to produce partial power. The pilot stated that as the airplane reached about 2,000 feet down the runway he considered aborting the takeoff attempt, but the airplane was too high for the remaining runway. The airplane entered a spin and the pilot attempted to recover, which resulted in the airplane impacting the ground in a flat attitude. An examination of the engine revealed no mechanical or electrical malfunctions that would have precluded the engine from normal operation.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A partial loss of engine power for undetermined reasons. Also causal was the pilot's failure to maintain adequate airspeed, which resulted in a spin and collision with terrain

## Findings

Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED  
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Occurrence #2: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: EMERGENCY LANDING AFTER TAKEOFF

### Findings

2. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND  
3. (C) STALL/SPIN - ENCOUNTERED - PILOT IN COMMAND  
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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

### Findings

4. TERRAIN CONDITION - GROUND

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	59
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	1301 hours (Total, all aircraft), 1301 hours (Pilot In Command, all aircraft), 23 hours (Last 90 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	Interplane	<b>Registration:</b>	N232PM
<b>Model/Series:</b>	XJ	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	On file	<b>Engine Manufacturer:</b>	Rotax
<b>Air Carrier Operating Certificate:</b>	None	<b>Engine Model/Series:</b>	912
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Observation Facility, Elevation:</b>	7S5, 180 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Lowest Ceiling:</b>	None
<b>Condition of Light:</b>	Day	<b>Wind Speed/Gusts, Direction:</b>	Calm
<b>Temperature:</b>	17°C / 8°C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Independence, OR (7S5)	<b>Destination:</b>	Independence, OR (7S5)

## Airport Information

<b>Airport:</b>	Independence State Airport (7S5)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	34	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	2935 ft / 60 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Zoë Keliher	<b>Adopted Date:</b>	04/30/2008
<b>Investigation Docket:</b>	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

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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.