



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	Joplin, MO	<b>Accident Number:</b>	CEN14LA333
<b>Date &amp; Time:</b>	07/01/2014, 1726 CDT	<b>Registration:</b>	N468CM
<b>Aircraft:</b>	CESSNA 172R	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

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## Analysis

The pilot stated that the accident occurred as he was completing a touch-and-go landing following a cross-country flight. He reported that, after an uneventful landing and during the subsequent initial climb, the engine “grumbled” and began to “cut in and out.” The pilot immediately told the airport tower controller that the airplane had an engine issue, reduced engine power, and fully extended the wing flaps for landing on the remaining runway. During the landing roll, the airplane overran the end of the runway before it collided with a light pole associated with the runway approach lighting system. Following the accident, the pilot was able to taxi the airplane back onto the runway, under normal engine power, before he shut down the engine on a nearby taxiway.

A postaccident examination established that the fuel system contained about 42 gallons of aviation fuel that was evenly distributed between the two wing fuel tanks. The engine was started by following the normal checklist procedure, and it developed takeoff power during an operational test run. No hesitation or engine roughness was experienced during the operational test run, and the engine responded to corresponding throttle movements throughout the test run. Thus, the postaccident operational test run did not reveal any anomalies with the fuel-injected engine that would have prevented normal operation. The reason for the partial loss of engine power could not be determined.

## Flight Events

Initial climb - Loss of engine power (partial)  
Landing - Off-field or emergency landing  
Landing-landing roll - Runway excursion  
Landing-landing roll - Collision with terr/obj (non-CFIT)

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The partial loss of engine power for reasons that could not be determined because an operational test run of the engine did not reveal any anomalies that would have precluded normal operation.

## Findings

Environmental issues-Physical environment-Object/animal/substance-Runway/taxi/approach light-Contributed to outcome  
Not determined-Not determined-(general)-(general)-Unknown/Not determined - C

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	20
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	135.3 hours (Total, all aircraft), 124.1 hours (Total, this make and model), 82 hours (Pilot In Command, all aircraft), 28.7 hours (Last 90 days, all aircraft), 18.8 hours (Last 30 days, all aircraft), 3.7 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	CESSNA	<b>Registration:</b>	N468CM
<b>Model/Series:</b>	172R	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	University of Central Missouri	<b>Engine Manufacturer:</b>	Lycoming
<b>Air Carrier Operating Certificate:</b>	Pilot School (141)	<b>Engine Model/Series:</b>	IO-360
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

## Meteorological Information and Flight Plan

<b>Observation Facility, Elevation:</b>	JLN, 981 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>	7 knots, 270°
<b>Temperature:</b>	29° C / 16° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Springfield, MO (3DW)	<b>Destination:</b>	Joplin, MO (JLN)

## Airport Information

<b>Airport:</b>	Joplin Regional Airport (JLN)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	31	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	6501 ft / 150 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<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>	Andrew T Fox	<b>Adopted Date:</b>	01/21/2016
<b>Note:</b>	The NTSB did not travel to the scene of this accident.		
<b>Investigation Docket:</b>	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=89586">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=89586</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.