



National Transportation Safety Board Aviation Accident Data Summary

Location:	Honolulu, HI	Accident Number:	WPR17LA138
Date & Time:	06/30/2017, 1330 HST	Registration:	N4244T
Aircraft:	PIPER PA 28-140	Injuries:	3 Serious
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The private pilot reported that he conducted a preflight inspection to prepare for the local personal flight and that a minimum of 20 gallons of fuel was on board. He started the engine and taxied the airplane to an open area for a run-up. Shortly after takeoff, about 300 ft above ground level, the engine lost power. He initiated an emergency landing to a riverbed. The airplane subsequently came to rest under a highway overpass and caught fire.

Postaccident visual and engine examinations revealed no evidence of a mechanical malfunction. Further, impact and fire damage precluded a determination of the cause of the loss of engine power.

Flight Events

Initial climb - Loss of engine power (total)
Landing - Off-field or emergency landing
Post-impact - Fire/smoke (post-impact)

Probable Cause

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

A total loss of engine power during initial climb for reasons that could not be determined due to impact and fire damage.

Findings

Not determined-Not determined-(general)-(general)-Unknown/Not determined - C

Pilot Information

Certificate:	Private	Age:	20
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	68 hours (Total, all aircraft), 5 hours (Total, this make and model), 28 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft)		

Pilot-Rated Passenger Information

Certificate:	Commercial	Age:	28
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):		Instructor Rating(s):	None
Flight Time:	775 hours (Total, all aircraft), 657 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N4244T
Model/Series:	PA 28-140	Engines:	1 Reciprocating
Operator:	On file	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	O-320-E30
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	PHNL	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:		Wind Speed/Gusts, Direction:	17 knots / 25 knots, 79°
Temperature:	29° C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Honolulu, HI (PHNL)	Destination:	Honolulu, HI (PHNL)

Airport Information

Airport:	Honolulu (PHNL)	Runway Surface Type:	N/A
Runway Used:	N/A	Runway Surface Condition:	Unknown
Runway Length/Width:			

Wreckage and Impact Information

Crew Injuries:	2 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	1 Serious	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:	21.316667, -157.916667 (est)		

Administrative Information

Investigator In Charge (IIC): Howard D Plagens Adopted Date: 02/26/2019

Note: The NTSB did not travel to the scene of this accident.

Investigation Docket: <http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=95471>

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.