



Aviation Investigation Final Report

Location:	Tarkio, Missouri	Accident Number:	CHI05LA177
Date & Time:	July 9, 2005, 10:30 Local	Registration:	N10607
Aircraft:	North American P-51D	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The airplane collided with the terrain following a loss of engine power on takeoff. The pilot reported that he experienced a total loss of engine power at an altitude of about 50 above the ground on takeoff. He stated that he banked to the left to avoid a 30 foot dike off the end of the runway. He stated that when he banked the airplane, the left wing contacted the ground. The airplane then rocked to the right and the right wing contacted the ground prior to the airplane coming to rest. Inspection of the airplane and engine failed to reveal any mechanical failure/malfunction which would have resulted in the loss of engine power.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A loss of engine power due to undetermined reasons and the unsuitable terrain encountered during the forced landing.

Findings

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

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: FORCED LANDING

Phase of Operation: EMERGENCY LANDING AFTER TAKEOFF

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING

Findings

2. TERRAIN CONDITION - GROUND

3. TERRAIN CONDITION - NONE SUITABLE

Factual Information

On July 9, 2005, at 1030 central daylight time, a North American P-51D, N10607, collided with the terrain following a loss of engine power on takeoff from runway 18 (3,773 feet by 60 feet, concrete) at the Peterson Municipal Airport (K57), Tarkio, Missouri. The airline transport rated pilot was seriously injured. The airplane was substantially damaged. The 14 Code of Federal Regulations Part 91 personal flight was operating in visual meteorological conditions without a flight plan. The flight was originating at the time of the accident.

The pilot reported that he experienced a total loss of engine power at an altitude of about 50 above the ground on takeoff. He stated he banked to the left to avoid a 30 foot dike off the end of the runway. He stated that when he banked the airplane, the left wing contacted the ground. The airplane then rocked to the right and the right wing contacted the ground prior to the airplane coming to rest.

The pilot reported that following the accident the fuel pump and carburetor were tested and they functioned normally. He stated the engine timing was checked and it was set as it should have been. The pilot stated he rotated the engine using the starter and engine continuity was established. Inspection of the airplane and engine failed to reveal any mechanical failure/malfunction which would have resulted in the loss of engine power.

Pilot Information

Certificate:	Airline transport; Flight instructor	Age:	69,Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land; Multi-engine sea	Seat Occupied:	Front
Other Aircraft Rating(s):	Glider; Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Glider; Helicopter	Toxicology Performed:	No
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	April 1, 2005
Occupational Pilot:	No	Last Flight Review or Equivalent:	February 1, 2005
Flight Time:	22800 hours (Total, all aircraft), 500 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	North American	Registration:	N10607
Model/Series:	P-51D	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Limited (Special)	Serial Number:	4474466
Landing Gear Type:	Retractable - Tailwheel	Seats:	2
Date/Type of Last Inspection:	May 1, 2005 Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:	16 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2146 Hrs as of last inspection	Engine Manufacturer:	Packard
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	Merlin
Registered Owner:		Rated Power:	1440 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	STJ, 826 ft msl	Distance from Accident Site:	45 Nautical Miles
Observation Time:	09:53 Local	Direction from Accident Site:	155°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.06 inches Hg	Temperature/Dew Point:	27°C / 20°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Tarkio, MO (K57)	Type of Flight Plan Filed:	None
Destination:	Lincoln, NE (LNK)	Type of Clearance:	None
Departure Time:		Type of Airspace:	

Airport Information

Airport:	Peterson Municipal K57	Runway Surface Type:	Concrete
Airport Elevation:	920 ft msl	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	3773 ft / 60 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	40.445835,-95.362777

Administrative Information

Investigator In Charge (IIC):	Sullivan, Pamela
Additional Participating Persons:	Val Ziedens; FAA; Kansas City, MO
Original Publish Date:	April 25, 2006
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=61945

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