



Accident Details

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Event Date	1997-12-06	Event Id	20001208X09271
Registration Number	N8452P	Aircraft Make	PIPER
Aircraft Model	PA-24	Aircraft Serial Number	26-27
Damage	SUBS	Phase Of Flight	DESCENT
Accident Occurrences	IN FLIGHT COLLISION WITH TERRAIN/WATER LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL MISCELLANEOUS/OTHER ON GROUND/WATER COLLISION WITH OBJECT	Killed	0
Seriously Injured	0	Minor Injured	1
Airframe Hours	4,014	Airframe Hours Since Last Inspection	56
Date Last Inspection	1996-11-30	Event Site City	CAIRO
Event Site State	MO	Event Site Zipcode	65239
Event Site Country	USA	Flight Number	
Owner Name	ROBERT L. FRAYSER	Owner Street	1505 N. ALEXANDER
Owner City	HOISINGTON	Owner State	KS
Owner Zip	67544	Owner Country	
Operator Name	ROBERT L. FRAYSER	Operator Db	
Operator Street	1505 N. ALEXANDER	Operator City	HOISINGTON
Operator State	KS	Operator Zip	67544
Operator Country		Operator Code	
Narratives	PROBABLE CAUSE: a fractured muffler, failure of the owner/pilot to ensure that the annual maintenance inspection had been completed before flight, and subsequent pilot incapacitation due to carbon monoxide poisoning.		

PRELIMINARY NARRATIVE:

On December 6, 1997, at 0930 central standard time, a Piper PA-24, N8452P, was substantially damaged when it impacted the ground near Cairo, Missouri. The 14 CFR Part 91 flight originated from Great Bend, Kansas, at 0710, en route to Topeka Forbes Airport, Topeka, Kansas. The pilot fell asleep and the airplane ran out of fuel. The pilot had a toxic level of carbon monoxide in his blood. The pilot received minor injuries. Visual meteorological conditions prevailed and no flight plan had been filed.

The pilot reported that he had climbed to 5,500 feet mean sea level and trimmed the airplane at cruise power settings. He set up the GPS navigation system for a direct flight to the Topeka Forbes Airport, and then engaged the autopilot. He reported that he switched the fuel selector to the auxiliary fuel tank. He reported that he remembered passing Herrington, Kansas, at which time he set up his radios for arrival at the Topeka Forbes Airport. He reported that he could not remember anything else about the flight until he awoke in a hay field in Cairo, Missouri.

He reported that when he awoke he was confused. He thought he was still airborne and making an approach to the airport. When he finally became oriented he realized he was on the ground. He walked to a farmhouse where he received assistance.

The pilot was taken to a hospital. It was determined that the pilot had succumbed to carbon monoxide poisoning. His blood level indicated a toxic level of 26.8%.

The wreckage path indicated that the airplane had touched down in a flat hay field. The airplane skidded on its belly for about 525 feet before hitting a wire fence and small trees. There was no indications that the airplane's wings hit the ground during the 525 foot skid.

The airplane was inspected. The right muffler had a crack around one of its seams, which would allow exhaust fumes into the cabin heater housing and into the airplane's cabin.

The airplane had recently been taken to an airplane service center for an annual inspection. The pilot decided to fly the airplane before the annual inspection had been completely signed off.

FINAL NARRATIVE:

The pilot had climbed to 5,500 ft MSL & had trimmed the airplane at cruise power settings. He set the GPS navigation system for a direct flight, then engaged the autopilot & switched the fuel selector to the left auxiliary fuel tank. He remembered passing Herrington, KS, at which time, he set his radios for arrival at Topeka, Ks. From that point, he could not remember anything else about the flight until he 'awoke' in a flat hay field near Cairo, MO. (The airplane had touched down in a wings level attitude and slid about 525 ft before hitting a fence & small trees.) When the pilot 'initially awoke,' he was confused & thought he was still airborne. Eventually, he walked to a farm house & after waiting another 1 to 1-1/2 hr, an ambulance arrived to take him to a hospital. Subsequently, blood was drawn. Toxicology tests of his blood showed 26.8% saturation with carbon monoxide. Inspection of the airplane revealed the right muffler had a crack around one of its seams, which allowed exhaust fumes into the cabin heater housing & into the cabin. The airplane had recently been taken to an airplane service center for an annual inspection. The pilot decided to fly the airplane before the annual inspection had been signed off.