National Transportation Safety Board
Aviation Accident Data Summary

Location: Sedona, AZ
Accident Number: WPR15LA131
Date & Time: 03/21/2015, 1115 MST
Registration: N747MC
Aircraft: MCCURRY CHARLES P F 1 ROCKET
Injuries: 2 Serious
Flight Conducted Under: Part 91: General Aviation - Personal

Analysis
The pilot reported that, on final approach to landing, he added power to maintain the desired glidepath, but the engine did not respond. Despite adjusting the throttle and additional troubleshooting efforts, the pilot noted no response from the engine. He reported that the engine remained running between 1,200 and 1,300 rpm. The pilot initiated a forced landing to a road about 1 mile southwest of the airport, and, during the landing roll, the airplane struck desert vegetation and then came to rest upright. Postaccident examination of the airframe and engine revealed no evidence of any mechanical malfunctions or failures that would have precluded normal operation.

Flight Events
Approach-VFR pattern final - Loss of engine power (partial)
Landing-landing roll - Off-field or emergency landing
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 during final approach for reasons that could not be determined during postaccident examination of the engine.

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

Pilot Information

<table>
<thead>
<tr>
<th>Certificate:</th>
<th>Private</th>
<th>Age:</th>
<th>65</th>
</tr>
</thead>
<tbody>
<tr>
<td>Airplane Rating(s):</td>
<td>Single-engine Land</td>
<td>Instrument Rating(s):</td>
<td>None</td>
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<tr>
<td>Other Aircraft Rating(s):</td>
<td>None</td>
<td>Instructor Rating(s):</td>
<td>None</td>
</tr>
<tr>
<td>Flight Time:</td>
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Pilot Information

Certificate: Airline Transport
Age: 73
Airplane Rating(s): Multi-engine Land; Single-engine Land
Instrument Rating(s): Airplane
Other Aircraft Rating(s): None
Instructor Rating(s): None
Flight Time: 32000 hours (Total, all aircraft), 150 hours (Total, this make and model)

Aircraft and Owner/Operator Information

Aircraft Make: MCCURRY CHARLES P
Model/Series: F 1 ROCKET NO SERIES
Operator: STEELESKY LTD
Operating Certificate(s) Held: None
Flight Conducted Under: Part 91: General Aviation - Personal

Registration: N747MC
Engines: 1 Reciprocating
Engine Manufacturer: Lycoming
Engine Model/Series: IO-540

Meteorological Information and Flight Plan

Conditions at Accident Site: Visual Conditions
Condition of Light: Day

Observation Facility, Elevation: KSEZ, 4827 ft msl
Weather Information Source: Weather Observation Facility

Lowest Ceiling: None
Wind Speed/Gusts, Direction: 5 knots / , 200°
Temperature: 19°C
Visibility: 10 Miles
Precipitation and Obscuration: No Obscuration; No Precipitation

Departure Point: Prescott, AZ
Destination: Sedona, AZ (SEZ)

Airport Information

Airport: SEDONA (SEZ)
Runway Surface Type: Asphalt
Runway Used: 03
Runway Surface Condition: Dry
Runway Length/Width: 5132 ft / 100 ft

Wreckage and Impact Information

Crew Injuries: 2 Serious
Passenger Injuries: N/A
Ground Injuries: N/A
Latitude, Longitude: 34.832778, -111.800278 (est)

Aircraft Damage: Substantial
Aircraft Fire: None
Aircraft Explosion: None

Administrative Information

Investigator In Charge (IIC): Joshua Cawthra
Adopted Date: 11/05/2015

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

Investigation Docket: http://dms.ntsb.gov/pubdms/search/dockList.cfm?mKey=90905

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.