



National Transportation Safety Board Aviation Accident Final Report

Location:	SABETHA, KS	Accident Number:	CHI98LA116
Date & Time:	04/03/1998, 1000 CST	Registration:	N7108Z
Aircraft:	Piper PA-25-235	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation -		

Analysis

The pilot stated that the aircraft lost engine power while maneuvering near the airport and he was unable to restart the engine. The pilot reported that he landed the airplane in a pasture and the airplane came to rest after a short slide. The purpose of the accident flight was to calibrate the sprayers on the aircraft. The accident engine was inspected by the Federal Aviation Administration (FAA) Flight Standards District Office (FSDO), Wichita, Kansas, and no anomalies were found.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The loss of engine power for undetermined reasons.

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: MANEUVERING

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Factual Information

On April 3, 1998, at 1000 central standard time, a Piper PA-25-235, N7108Z, was substantially damaged following a total loss of engine power and subsequent forced landing in a farmer's field. The commercial pilot reported no injuries. The 14 CFR Part 91 maintenance flight was not operating on a flight plan. Visual meteorological conditions prevailed at the time of the accident. The flight departed Sabetha Municipal Airport, Sabetha, Kansas, at 0955.

According to the pilot's written statement, the purpose of the flight was to calibrate the sprayers on the aircraft. The pilot stated that the aircraft lost engine power while maneuvering near the airport and he was unable to restart the engine. The pilot stated that he landed the airplane in a pasture and the airplane came to rest after a short slide.

The accident engine was inspected by the Federal Aviation Administration (FAA) Flight Standards District Office (FSDO), Wichita, Kansas, and no anomalies were found.

Pilot Information

Certificate:	Commercial	Age:	23, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Center
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	05/02/1997
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	2332 hours (Total, all aircraft), 40 hours (Total, this make and model), 2291 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N7108Z
Model/Series:	PA-25-235 PA-25-235	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Restricted	Serial Number:	25-209-04
Landing Gear Type:	Tailwheel	Seats:	
Date/Type of Last Inspection:	12/11/1997, Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	5600 Hours	Engine Manufacturer:	Lycoming
ELT:	Not installed	Engine Model/Series:	O-540
Registered Owner:	GLENN HEINEN	Rated Power:	235 hp
Operator:	SCOTT HEINEN	Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	HN96

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	18° C / 4° C
Precipitation and Obscuration:			
Departure Point:	(K83)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0955 CST	Type of Airspace:	Class G

Airport Information

Airport:	SABETHA MUNICIPAL AIRPORT (K83)	Runway Surface Type:	
Airport Elevation:	1330 ft	Runway Surface Condition:	Rough; Vegetation
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced Landing

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	TODD J CARLSON	Report Date:	06/21/2000
Additional Participating Persons:	JERRY W UNRUH; WICHITA, KS		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.ntsbt.gov/pubdms/ .		

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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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).