



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	SABETHA, KS	<b>Accident Number:</b>	CHI98LA116
<b>Date &amp; Time:</b>	04/03/1998, 1000 CST	<b>Registration:</b>	N7108Z
<b>Aircraft:</b>	Piper PA-25-235	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	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

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

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	23
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N7108Z
<b>Model/Series:</b>	PA-25-235 PA-25-235	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	SCOTT HEINEN	<b>Engine Manufacturer:</b>	Lycoming
<b>Operating Certificate(s) Held:</b>		<b>Engine Model/Series:</b>	O-540
<b>Flight Conducted Under:</b>	Part 91: General Aviation -		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	, 0 ft msl	<b>Weather Information Source:</b>	Pilot
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	3 knots / , 360°
<b>Temperature:</b>	18° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	(K83)	<b>Destination:</b>	

## Airport Information

<b>Airport:</b>	SABETHA MUNICIPAL AIRPORT (K83)	<b>Runway Surface Type:</b>	
<b>Runway Used:</b>	0	<b>Runway Surface Condition:</b>	Rough; Vegetation
<b>Runway Length/Width:</b>			

## Wreckage and Impact Information

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

## Administrative Information

<b>Investigator In Charge (IIC):</b>	TODD J CARLSON	<b>Adopted Date:</b>	06/21/2000
<b>Investigation Docket:</b>	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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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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.