



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	De Ridder, LA	<b>Accident Number:</b>	FTW04LA229
<b>Date &amp; Time:</b>	09/02/2004, 1725 CDT	<b>Registration:</b>	N6517E
<b>Aircraft:</b>	Cessna 175	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

The 290-hour pilot reported that shortly after take-off, when the airplane was approximately 175 feet above ground level (agl) and approximately 4,000 feet down the 5,495-foot-long and 100-foot-wide runway, the engine lost power and was unable to maintain altitude. He elected to execute a forced landing, and turned approximately seven degrees to the left of the runway to avoid hitting a localizer antennae located near the end of the runway; however, the airplane impacted a fence with the left wing. The engine was later test run under the supervision of an FAA inspector. The reason for the reported loss of engine power could not be determined.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The partial loss of engine power for undetermined reasons. A contributing factor was the lack of suitable terrain for the forced landing.

## Findings

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Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - NONMECHANICAL  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

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Occurrence #2: FORCED LANDING

Phase of Operation: EMERGENCY LANDING

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Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: EMERGENCY LANDING

### Findings

2. OBJECT - FENCE

3. (F) TERRAIN CONDITION - NONE SUITABLE

## Factual Information

On September 2, 2004, approximately 1725 central daylight time, a Cessna 175 single engine airplane, N6517E, was substantially damaged during a forced landing following a loss of engine power shortly after takeoff from the Beauregard Regional Airport (DRI) near De Ridder, Louisiana. The private pilot and his passenger were not injured. The airplane was registered and operated by a private individual. Visual meteorological conditions prevailed and no flight plan was filed for the personal flight conducted under 14 Code of Federal Regulations Part 91. The flight was originating at the time of the accident and was destined for the Leesville Airport near Leesville, Louisiana.

A Federal Aviation Administration (FAA) inspector, who responded to the accident site, interviewed the pilot. According to the inspector, the 290-hour pilot reported that after takeoff, when the airplane was approximately 175 feet above ground level (agl) and approximately 4,000 feet down the 5,495-foot-long and 100-foot-wide runway, the engine lost power. The pilot cycled the throttle, but the engine showed no increase in power. The airplane was unable to maintain altitude, and the pilot elected to turn approximately seven degrees to the left of the runway to avoid colliding with the localizer antennae located near the end of the runway; however the airspeed was too high and the airplane impacted a fence with the left wing. After impacting the fence, the pilot re-started the engine and taxied the airplane back to the hangar.

Examination of the airframe by the FAA inspector revealed structural damage to the left wing.

The engine was run on September 8, 2004, under the supervision of an FAA inspector. It ran at various power settings for approximately five minutes with no interruptions. No leaks were observed at this time. The reason for the reported loss of engine power could not be determined.

At 1655, the automated weather observing system at Polk Army Airfield located near Fort Polk, Louisiana, approximately 15 nautical miles northeast of the accident site, reported wind from 010 degrees at 4 knots, scattered clouds at 5,000 feet, broken clouds at 12,000 feet, an overcast at 20,000 feet, temperature 84 degrees Fahrenheit, dew point 68 degrees Fahrenheit, and a barometric pressure of 29.97 inches of Mercury.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	39, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	05/07/2003
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	08/19/2003
<b>Flight Time:</b>	290 hours (Total, all aircraft), 14 hours (Total, this make and model), 233 hours (Pilot In Command, all aircraft), 18 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N6517E
<b>Model/Series:</b>	175	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	56017
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	04/01/2004, Annual	<b>Certified Max Gross Wt.:</b>	2350 lbs
<b>Time Since Last Inspection:</b>	40 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	GO300
<b>Registered Owner:</b>	Charles Williams	<b>Rated Power:</b>	175 hp
<b>Operator:</b>	Charles Williams	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KPOE, 330 ft msl	Distance from Accident Site:	26 Nautical Miles
Observation Time:	1455 CDT	Direction from Accident Site:	45°
Lowest Cloud Condition:	Scattered / 5000 ft agl	Visibility	7 Miles
Lowest Ceiling:	Broken / 12000 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	10°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.97 inches Hg	Temperature/Dew Point:	29° C / 20° C
Precipitation and Obscuration:			
Departure Point:	De Ridder, LA (KDRI)	Type of Flight Plan Filed:	None
Destination:	LEESVILLE, LA (LA29)	Type of Clearance:	None
Departure Time:	CDT	Type of Airspace:	Unknown

## Airport Information

Airport:	Beauregard Regional Airport (KDRI)	Runway Surface Type:	Asphalt
Airport Elevation:	202 ft	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	5945 ft / 100 ft	VFR Approach/Landing:	None

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	30.831667, -93.339722

## Administrative Information

Investigator In Charge (IIC):	Leah D Yeager	Report Date:	12/03/2004
Additional Participating Persons:	Paul Keesler; Baton Rouge FSDO; Baton Rouge, LA		
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 <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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).