



National Transportation Safety Board Aviation Accident Data Summary

Location:	McAllen, TX	Accident Number:	DFW07LA103
Date & Time:	05/02/2007, 1858 CDT	Registration:	N119TC
Aircraft:	LIVPT INC Lancair IV-P	Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

Prior to departure, the commercial pilot experienced a hot start while attempting to start the 750-horsepower turbo-prop engine. The pilot received assistance from an airframe and powerplant mechanic. The mechanic reviewed the handwritten checklist the pilot used to start the engine and informed him that the procedures were out of sequence, which was most likely the cause of the hot start. The pilot then motored the engine and allowed the starter to cool for approximately two minutes before he attempted to start the engine. The engine started, sounded "normal" and ran "stable" for approximately 30-45 seconds. The pilot then shut down the engine, and no smoke or engine surging was observed. The pilot dismounted the airplane and walked inside the terminal building with the female passenger. The mechanic then informed the pilot that he should let the starter cool down for at least 30 minutes to 1-hour. About an hour later, the pilot started the engine, and departed. About a minute after takeoff, the pilot announced that he had an "engine out" and he attempted to perform a forced landing on a road south of the airport. Witnesses said the airplane was "wobbling in the air from side to side and having trouble flying straight." It then made a sudden "right down wind turn" and descended "suddenly as if it had to land." The airplane landed on the southbound lanes of the road and collided with the pavement, the center concrete guardrail, and a metal guardrail before catching on fire. Examination of the airplane revealed that a major portion of the airplane's structure was consumed by fire and the position of the fuel selector valve could not be determined. Examination of the experimental engine revealed it had sustained extensive thermal damage; however, no mechanical deficiencies were noted with the engine that could have prevented normal flight operations.

Probable Cause

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

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

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

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: DESCENT - EMERGENCY

Findings
2. OBJECT - WALL/BARRICADE

Pilot Information

Certificate:	Commercial	Age:	34
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	3600 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	LIVPT INC	Registration:	N119TC
Model/Series:	Lancair IV-P	Engines:	1 Turbo Prop
Operator:		Engine Manufacturer:	Walter
Operating Certificate(s) Held:	None	Engine Model/Series:	M601-E
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MFE, 107 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	15 knots / , 130°
Temperature:	29° C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	McAllen, TN (MFE)	Destination:	Tampico (MTMP)

Airport Information

Airport:	McAllen Miller International (MFE)	Runway Surface Type:	
Runway Used:	NA	Runway Surface Condition:	
Runway Length/Width:			

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Latitude, Longitude:	26.172222, -98.236389		

Administrative Information

Investigator In Charge (IIC):	Leah D Yeager	Adopted Date:	01/31/2008
Investigation Docket:	NTSB accident and incident docket 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.nts.gov/pubdms/ .		

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