



## National Transportation Safety Board Aviation Accident Factual Report

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<b>Location:</b>	Lenora, TX	<b>Accident Number:</b>	DFW08LA035
<b>Date &amp; Time:</b>	11/01/2007, 1800 CDT	<b>Registration:</b>	N32984
<b>Aircraft:</b>	Ayres S2-R	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 137: Agricultural		

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On November 1, 2007, approximately 1800 central daylight time, a single-turbine engine Ayres S2-R, Thrush, airplane, N32984, was substantially damaged during a forced landing following a loss of engine power during cruise flight near Lenora, Texas. The commercial pilot and sole occupant, was not injured. The airplane was registered to and operated by Chiles Flying Service Inc. of LaMesa, Texas. day visual meteorological conditions prevailed for the 14 Code of Federal Regulations Part 91 cross-country positioning flight. The flight originated from the LaMesa Municipal Airport, near LaMesa, at an unknown time.

The pilot reported to the NTSB Investigator-in-charge (IIC), that during cruise flight, "the engine just quit in mid-air".

According to a Federal Aviation Administration (FAA) inspector, who responded to the accident site, the aircraft received structural damage during the forced landing. The FAA inspector also noted that fuel was present in the airplane's fuel tanks.

The aircraft was recovered to Air Salvage of Dallas, Lancaster, Texas, for further examination.

A visual inspection of the engine was conducted, and no noticeable reason for the loss of engine power was found. An additional inspection was to be conducted at the engine manufacturer's facility. However, when the mechanics were preparing the engine for removal from the airframe, a line going to the fuel control was found to be loose, and essentially fell apart. The line, identified as the "P3" line, had separated from the AN fitting. Further examination of the fitting/hose identified, sooting or heat marks, on and near the AN fitting, as well as further along the hose. The hose's fire-sleeve covering was removed and revealed that approximately one-foot of the braided hose had been burnt.

According to the engine manufacturer when the engine is running, if the "P3" line is disconnected from the fuel controller, fuel flow to the engine will be at the "sub- idle" condition.

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	51, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 With Waivers/Limitations	<b>Last FAA Medical Exam:</b>	02/01/2007
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	01/01/2007
<b>Flight Time:</b>	12000 hours (Total, all aircraft), 11500 hours (Pilot In Command, all aircraft), 300 hours (Last 90 days, all aircraft), 150 hours (Last 30 days, all aircraft), 12 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Ayres	<b>Registration:</b>	N32984
<b>Model/Series:</b>	S2-R	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Restricted	<b>Serial Number:</b>	G10-116
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	1
<b>Date/Type of Last Inspection:</b>	100 Hour	<b>Certified Max Gross Wt.:</b>	
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Turbo Prop
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Garrett
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	TPE331
<b>Registered Owner:</b>	Chiles Flying Service, Inc.	<b>Rated Power:</b>	
<b>Operator:</b>	Chiles Flying Service, Inc.	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>	Chiles Flying Service, Inc.	<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KBPG	Distance from Accident Site:	25 Nautical Miles
Observation Time:	1825 CDT	Direction from Accident Site:	280°
Lowest Cloud Condition:	Clear	Visibility	
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	70°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.15 inches Hg	Temperature/Dew Point:	18° C / -3° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	LAMESA, TX (2F5)	Type of Flight Plan Filed:	Unknown
Destination:	Lenora, TX	Type of Clearance:	None
Departure Time:		Type of Airspace:	

## 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:	32.753611, -101.918333

## Administrative Information

Investigator In Charge (IIC):	Craig R Hatch
Additional Participating Persons:	Art Castillo; FAA, FSDO; San Antonio, TX
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> .