



# National Transportation Safety Board Aviation Accident Data Summary

<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>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 137: Agricultural		

## Analysis

A single-turbine engine airplane, lost engine power during cruise, and the pilot performed a forced landing. He reported that during cruise flight, "the engine just quit in mid-air". An examination of the airplane on-site revealed structural damage during the forced landing, and fuel was present in the airplane's fuel tanks. After the aircraft had been recovered, 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.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:  
The loss of engine power due to separation of the "P3" line from the engine's fuel control.

## Findings

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

### Findings

1. (C) BLEED AIR SYSTEM - SEPARATION
2. FUEL SYSTEM,FUEL CONTROL - NOT ACTIVATED

-----

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

-----

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: EMERGENCY DESCENT/LANDING

### Findings

3. TERRAIN CONDITION - OPEN FIELD

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	51
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<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 Manufacturer:</b>	Ayres	<b>Registration:</b>	N32984
<b>Model/Series:</b>	S2-R	<b>Engines:</b>	1 Turbo Prop
<b>Operator:</b>	Chiles Flying Service, Inc.	<b>Engine Manufacturer:</b>	Garrett
<b>Air Carrier Operating Certificate:</b>	None	<b>Engine Model/Series:</b>	TPE331
<b>Flight Conducted Under:</b>	Part 137: Agricultural		

## Meteorological Information and Flight Plan

<b>Observation Facility, Elevation:</b>	KBPG	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Lowest Ceiling:</b>	None
<b>Condition of Light:</b>	Day	<b>Wind Speed/Gusts, Direction:</b>	5 knots, 70°
<b>Temperature:</b>	18°C / -3°C	<b>Visibility:</b>	
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	LAMESA, TX (2F5)	<b>Destination:</b>	Lenora, TX

## 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

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Craig R Hatch	<b>Adopted Date:</b>	04/30/2008
<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:pubinquiry@ntsb.gov">pubinquiry@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> .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

---

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.