



National Transportation Safety Board Aviation Accident Data Summary

Location:	Livermore Falls, ME	Accident Number:	ERA09LA433
Date & Time:	08/01/2009, 0845 EDT	Registration:	N49778
Aircraft:	BOEING A75N1	Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot reported that during the takeoff roll, the engine began to lose power. With insufficient runway remaining to stop, he elected to continue the takeoff. The engine continued to lose power and the airplane settled into the trees, resulting in structural damage to the wings. Postaccident inspection of the wreckage by a Federal Aviation Administration inspector revealed no evidence of preexisting mechanical anomalies. The engine ran satisfactorily after the accident; however a full-power run was not conducted due to propeller damage. The pilot reported that the grass in the run-up area was wet, with standing water, and that conditions were “ideal for the formation of carburetor ice.” While the Federal Aviation Administration's Carburetor Icing Chart revealed “Serious icing (glide power)” for the reported temperature and dew point conditions, the investigation could not conclusively determine that carburetor ice caused the loss of engine power.

Flight Events

Takeoff - Loss of engine power (partial)
Initial climb - Loss of engine power (partial)
Emergency descent - Controlled flight into terr/obj (CFIT)

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:
A loss of engine power for undetermined reasons.

Findings

Environmental issues-Conditions/weather/phenomena-Temp/humidity/pressure-Conducive to carburetor icing-Contributed to outcome
Not determined-Not determined-(general)-(general)-Unknown/Not determined - C

Pilot Information

Certificate:	Private	Age:	54
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	(Estimated) 1300 hours (Total, all aircraft), 122 hours (Total, this make and model), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	BOEING	Registration:	N49778
Model/Series:	A75N1	Engines:	1 Reciprocating
Operator:	SMITH MARK D	Engine Manufacturer:	Lycoming
Air Carrier Operating Certificate:	None	Engine Model/Series:	R-680 Series
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	AUG, 352 ft msl	Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	None
Condition of Light:	Day	Wind Speed/Gusts, Direction:	Calm
Temperature:	21°C / 17°C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Livermore Falls, ME (B10)	Destination:	Norridgewock, ME (OWK)

Airport Information

Airport:	Bowman Field Airport (B10)	Runway Surface Type:	Grass/turf
Runway Used:	20	Runway Surface Condition:	Standing Water; Wet
Runway Length/Width:	2201 ft / 120 ft		

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

Administrative Information

Investigator In Charge (IIC):	Ralph E Hicks	Adopted Date:	08/12/2010
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=74422		

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