



National Transportation Safety Board Aviation Accident Data Summary

Location:	Boerne, TX	Accident Number:	CEN15FA032
Date & Time:	10/28/2014, 1433 CDT	Registration:	N70PM
Aircraft:	LANGSTON, FREDERICK L RV 4	Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The private pilot was flying his experimental, amateur-built airplane at an altitude between 500 and 800 ft above ground level when several witnesses heard the engine sounds suddenly stop. The airplane then entered a steep bank toward a nearby airstrip, descended, and disappeared from view. The airplane impacted thickly-wooded, rocky terrain and came to rest upright about 100 ft from the edge of the runway. Although the airplane was destroyed by post-crash fire, examination of the wreckage revealed no evidence of preimpact mechanical malfunctions or failures that would have precluded normal operation. The weather conditions at the time of the accident were conducive to the formation of carburetor icing at cruise power and a potential for serious carburetor icing at glide power; however, it could not be determined if or to what extent the engine may have accumulated carburetor ice.

Flight Events

Maneuvering - Loss of engine power (total)
Emergency descent - Off-field or emergency landing
Landing - Collision with terr/obj (non-CFIT)
Post-impact - Fire/smoke (post-impact)
Post-impact - Explosion (post-impact)
Post-impact - Cabin safety event

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

A total loss of engine power for reasons that could not be determined, because post accident examination did not reveal any mechanical malfunctions or anomalies that would have precluded normal operation.

Findings

Not determined-Not determined-(general)-(general)-Unknown/Not determined - C

Pilot Information

Certificate:	Private	Age:	70
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	(Estimated) 1687 hours (Total, all aircraft), 50 hours (Total, this make and model), 1636 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	LANGSTON, FREDERICK L	Registration:	N70PM
Model/Series:	RV 4	Engines:	1 Reciprocating
Operator:	On file	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	O-320-D2J
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:	K5C1, 1385 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	3 knots / , 200°
Temperature:	27° C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Boerne, TX (5C1)	Destination:	Boerne, TX (5C1)

Airport Information

Airport:	JOHN HENRY KEY (7TA8)	Runway Surface Type:	Grass/turf
Runway Used:	22	Runway Surface Condition:	Dry
Runway Length/Width:	2300 ft / 100 ft		

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Latitude, Longitude:	29.849444, -98.737778 (est)		

Administrative Information

Investigator In Charge (IIC):	Thomas Latson	Adopted Date:	04/20/2017
Note:	The NTSB traveled to the scene of this accident.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=90321		

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.