



National Transportation Safety Board Aviation Accident Data Summary

Location:	Parker City, IN	Accident Number:	CEN15LA098
Date & Time:	01/04/2015, 1603 EST	Registration:	N349EA
Aircraft:	RAYTHEON AIRCRAFT COMPANY A36	Injuries:	1 Serious
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot reported that, during cruise flight, the air traffic controller instructed him to descend from 9,000 to 4,000 ft. While performing the descent checklist, the pilot switched fuel tanks, and the engine subsequently lost power. The pilot further reported that he was certain that the engine restarted and that the event put him "behind the airplane in performing...cockpit duties." The next thing the pilot remembered was the controller informing him that he was flying in circles and losing altitude. The pilot thought the airplane was in a spin and tried to regain control. After the airplane broke out of the clouds into poor visibility and snow, the pilot chose to land in a cornfield. During the landing, the airplane impacted trees and terrain. A witness reported observing the airplane at a low altitude traveling at a high rate of speed, then it pitched up to almost vertical flight, descended, and impacted terrain. No preaccident mechanical malfunctions or failures were noted with the airplane that would have precluded normal operation.

Flight Events

Maneuvering - Loss of control in flight
Maneuvering - Collision with terr/obj (non-CFIT)

Probable Cause

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

The pilot's loss of airplane control while troubleshooting an engine issue in instrument meteorological conditions, which resulted in impact with trees and terrain.

Findings

Aircraft-Aircraft oper/perf/capability-Performance/control parameters-(general)-Not attained/maintained - C

Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C

Environmental issues-Conditions/weather/phenomena-Ceiling/visibility/precip-Low visibility-Effect on personnel

Environmental issues-Conditions/weather/phenomena-Ceiling/visibility/precip-Snow-Effect on personnel

Pilot Information

Certificate:	Private	Age:	59
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	421 hours (Total, all aircraft), 59 hours (Total, this make and model), 349 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	RAYTHEON AIRCRAFT COMPANY	Registration:	N349EA
Model/Series:	A36	Engines:	1 Reciprocating
Operator:	On file	Engine Manufacturer:	Continental
Operating Certificate(s) Held:	None	Engine Model/Series:	IO-550-B89B
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Dusk
Observation Facility, Elevation:	MIE, 937 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Broken / 1200 ft agl	Wind Speed/Gusts, Direction:	16 knots / 25 knots, 270°
Temperature:	0°C	Visibility:	1 Miles
Precipitation and Obscuration:	Light - Mist; Light - Snow		
Departure Point:	Carmi, IL (CUL)	Destination:	Muncie, IN (MIE)

Airport Information

Airport:	Delaware County Regional Airpo (MIE)	Runway Surface Type:	N/A
Runway Used:	N/A	Runway Surface Condition:	Unknown
Runway Length/Width:			

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:	40.113056, -85.242500 (est)		

Administrative Information

Investigator In Charge (IIC):	Aaron M Sauer	Adopted Date:	04/27/2015
Note:	The NTSB did not travel to the scene of this accident.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=90573		

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.

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