National Transportation Safety Board
Aviation Accident Final Report

Location:	Louisburg, KS	**Accident Number:**	CEN15LA294
Date & Time:	07/01/2015, 2030 CDT	**Registration:**	N44SN
Aircraft:	BOEING A75N1 (PT17)	**Aircraft Damage:**	Substantial
Defining Event:	Controlled flight into terr/obj (CFIT)	**Injuries:**	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot had been demonstrating the airplane to a prospective buyer, and they took a break from flying to talk. The pilot reported that he returned to the airplane, started the engine, and taxied it to the south end of the airstrip. He did not perform an engine run-up and did not use carburetor heat. He further stated that, when the airplane was 20 to 30 ft above the ground about midpoint of the 2,000-ft-long dry, grass runway, "it became evident" that the engine power was insufficient because the airplane had stopped climbing. The pilot said that the engine was turning but that it was not producing “as much power.” The airplane’s nose was high, and the pilot did not see the approaching power lines. The airplane struck and severed the power lines, nosed down, and impacted a cornfield at the north end of the field.

At the time of the accident, the temperature and dew point were conducive for the accumulation of carburetor icing at glide and cruise power settings. When asked about the possibility of carburetor ice, the pilot said he did not believe it was likely to have been a factor because the hot engine had only been shut down for about 30 minutes and it had only idled for a couple of minutes before takeoff. Further, the engine was operating at takeoff power, so it is unlikely that carburetor icing caused the loss of engine power. No anomalies were noted during the examination of the airframe and engine.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A partial loss of engine power for reasons that could not be determined during postaccident examinations.

Findings

Environmental issues	Conducive to carburetor icing - Contributed to outcome Wire - Contributed to outcome
Not determined	Not determined - Unknown/Not determined (Cause)

Factual Information

On July 1, 2015, about 2030 central daylight time, a Boeing A75N1 (PT17) airplane, N44SN, collided with power lines after taking off from Random Ranch Airstrip, Louisburg, Kansas. The pilot, the sole occupant on board, was not injured. The airplane was substantially damaged. The airplane was registered to a private individual in Dakota Dunes, South Dakota, and was being operated by Aircraft Sales, Kansas City, Kansas, under the provisions of 14 Code of Federal Regulations Part 91 as a personal flight. Visual meteorological conditions prevailed at the time of the accident, and no flight plan had been filed. The flight was originating at the time of the accident, and was destined for Miami County Airport (K81) Paola, Kansas.

In a telephone conversation with the National Transportation Safety Board's duty officer, the pilot said the airplane was on consignment by the owner and he had been flying in and out of Random Ranch airstrip, a rural agricultural airstrip, located at 3400 W. 311th Coldwater Rd. He had been demonstrating the airplane to a prospective purchaser. He shut down the engine and he and his passenger disembarked and conversed for a short period of time. The pilot then boarded the airplane, started the engine, and taxied to the south end of the airstrip. He did not perform an engine run-up and did not use carburetor heat, and departed solo to the north. After liftoff and about the midpoint of the 2,000-foot long dry grass runway and at an altitude of 20 to 30 feet above the ground, "it became evident" power was insufficient as the airplane had stopped climbing. He said the engine was turning but it was not producing "as much power." The nose was high and the pilot did not see the approaching power lines. The airplane struck and severed the power lines, nosed down, and impacted a cornfield at the north end of the field.

At the time of the accident, the temperature and dew point recorded at Johnson County Executive Airport (KOJC), Olathe, Kansas, located about 20 miles north of the accident site, were 28 degrees and 24 degrees Celsius (C.), respectively. Plotting these values on the Federal Aviation Administration's (FAA) Special Aviation Information Bulletin (SAIB) CE-09-35 "Carburetor Icing Prevention" chart, the data point lies at the intersection of the blue (icing at glide and cruise power) and green (serious icing at glide power) envelopes. When asked about the possibility of carburetor ice, the pilot said he did not believe it was likely to have been a factor because the hot engine had been shut down for about 30 minutes and it only idled for a couple of minutes before takeoff.

No anomalies were noted during the examination of the airframe and engine.

History of Flight

Initial climb	Loss of engine power (partial) Controlled flight into terr/obj (CFIT) (Defining event)
Uncontrolled descent	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Commercial	**Age:**	46
Airplane Rating(s):	Multi-engine Land; Single-engine Land	**Seat Occupied:**	Rear
Other Aircraft Rating(s):	Balloon	**Restraint Used:**	
Instrument Rating(s):	Airplane	**Second Pilot Present:**	No
Instructor Rating(s):	Airplane Single-engine	**Toxicology Performed:**	No
Medical Certification:	Class 2 Without Waivers/Limitations	**Last Medical Exam:**	09/23/2013
Occupational Pilot:	Yes	**Last Flight Review or Equivalent:**	
Flight Time:	(Estimated) 8000 hours (Total, all aircraft), 100 hours (Total, this make and model), 100 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	BOEING	**Registration:**	N44SN
Model/Series:	A75N1 (PT17)	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	No
Airworthiness Certificate:	Aerobatic	**Serial Number:**	75-2763
Landing Gear Type:	Tailwheel	**Seats:**	2
Date/Type of Last Inspection:	08/03/2014, Annual	**Certified Max Gross Wt.:**	2950 lbs
Time Since Last Inspection:		**Engines:**	1 Reciprocating
Airframe Total Time:	8403 Hours	**Engine Manufacturer:**	Continental
ELT:	Installed, activated, did not aid in locating accident	**Engine Model/Series:**	W670-6N
Registered Owner:	James W. Miller	**Rated Power:**	220 hp
Operator:	James W. Miller	**Air Carrier Operating Certificate:**	None

Meteorological Information and Flight Plan

Observation Facility, Elevation:	KOJC, 1096 ft msl	**Observation Time:**	2037 CDT
Distance from Accident Site:	20 Nautical Miles	**Condition of Light:**	Day
Direction from Accident Site:	350°	**Conditions at Accident Site:**	Visual Conditions
Lowest Cloud Condition:	Scattered / 5000 ft agl	**Temperature/Dew Point:**	28°C / 24°C
Lowest Ceiling:	None	**Visibility**	10 Miles
Wind Speed/Gusts, Direction:	3 knots, 200°	**Visibility (RVR):**	
Altimeter Setting:	29.78 inches Hg	**Visibility (RVV):**	
Precipitation and Obscuration:			
Departure Point:	Random Ranch, KS (NONE)	**Type of Flight Plan Filed:**	
Destination:	Paola, KS (K81)	**Type of Clearance:**	None
Departure Time:	2030 CDT	**Type of Airspace:**	Class G

Airport Information

Airport:	Random Ranch (NONE)	**Runway Surface Type:**	Grass/turf
Airport Elevation:	1093 ft	**Runway Surface Condition:**	Dry
Runway Used:	36	**IFR Approach:**	None
Runway Length/Width:	2000 ft / 100 ft	**VFR Approach/Landing:**	None

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		

Administrative Information

Investigator In Charge (IIC):	Arnold W Scott	**Adopted Date:**	11/05/2015
Additional Participating Persons:	Richard Stevens; FAA Flight Standards District Office; Wichita, KS		
Publish Date:	11/05/2015		
Note:	The NTSB did not travel to the scene of this accident.		
Investigation Docket:	http://dms.ntsb.gov/pubdms/search/dockList.cfm?mKey=91497		