



National Transportation Safety Board Aviation Accident Data Summary

Location:	Louisburg, KS	Accident Number:	CEN15LA294
Date & Time:	07/01/2015, 2030 CDT	Registration:	N44SN
Aircraft:	BOEING A75N1 (PT17)	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.

Flight Events

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

Probable Cause

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-Conditions/weather/phenomena-Temp/humidity/pressure-Conducive to carburetor icing-Contributed to outcome
- Environmental issues-Physical environment-Object/animal/substance-Wire-Contributed to outcome
- Not determined-Not determined-(general)-(general)-Unknown/Not determined - C

Pilot Information

Certificate:	Commercial	Age:	46
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	Balloon	Instructor Rating(s):	Airplane Single-engine
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)	Engines:	1 Reciprocating
Operator:	James W. Miller	Engine Manufacturer:	Continental
Air Carrier Operating Certificate:	None	Engine Model/Series:	W670-6N
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	KOJC, 1096 ft msl	Weather Information Source:	Unknown
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	None
Condition of Light:	Day	Wind Speed/Gusts, Direction:	3 knots, 200°
Temperature:	28°C / 24°C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	Random Ranch, KS (NONE)	Destination:	Paola, KS (K81)

Airport Information

Airport:	Random Ranch (NONE)	Runway Surface Type:	Grass/turf
Runway Used:	36	Runway Surface Condition:	Dry
Runway Length/Width:	2000 ft / 100 ft		

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

Administrative Information

Investigator In Charge (IIC):	Arnold W Scott	Adopted Date:	11/05/2015
Note:	The NTSB did not travel to the scene of this accident.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=91497		

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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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