



National Transportation Safety Board Aviation Accident Data Summary

Location:	Allentown, PA	Accident Number:	ERA15LA311
Date & Time:	08/14/2015, 1110 EDT	Registration:	N1750Z
Aircraft:	THOMAS A SIMINSKI ZENITH CH 750	Injuries:	1 Serious
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot reported that, after takeoff, the airplane's engine lost partial power about 100 ft above ground level and that he then attempted to return to the airport. The pilot further stated that "the engine would not keep me flying and the airplane just fell into the forest."

During the on-scene examination, the No. 1 spark plug was found missing from the cylinder head but still attached to the ignition lead. The threads were stripped out of the cylinder head. It is likely that the No. 1 spark plug was liberated from the cylinder head due to the stripped threads, which led to the partial loss of engine power.

Flight Events

Initial climb - Powerplant sys/comp malf/fail
Initial climb - Loss of engine power (partial)
Emergency descent - Abrupt maneuver
Emergency descent - Aerodynamic stall/spin
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 due to the No. 1 spark plug being liberated from the cylinder head due to the stripped threads in the cylinder head. Contributing to the accident was the pilot's decision to attempt to return to the airport while at a low altitude.

Findings

Aircraft-Aircraft power plant-Engine (reciprocating)-Recip engine power section-Malfunction - C
Aircraft-Aircraft power plant-Ignition system-Spark plugs/igniters-Not specified - C
Personnel issues-Action/decision-Info processing/decision-Decision making/judgment-Pilot - F

Pilot Information

Certificate:	Sport Pilot	Age:	68
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	327.7 hours (Total, all aircraft), 74 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	THOMAS A SIMINSKI	Registration:	N1750Z
Model/Series:	ZENITH CH 750	Engines:	1 Reciprocating
Operator:	SIMINSKI THOMAS A	Engine Manufacturer:	Chevrolet
Operating Certificate(s) Held:	None	Engine Model/Series:	GO-140
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:	KABE, 385 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	6 knots / , 250°
Temperature:	28° C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ALLENTOWN, PA (XLL)	Destination:	ALLENTOWN, PA (XLL)

Airport Information

Airport:	ALLENTOWN QUEEN CITY MUNI (XLL)	Runway Surface Type:	Asphalt
Runway Used:	25	Runway Surface Condition:	
Runway Length/Width:	3949 ft / 75 ft		

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:	40.570278, -75.488333 (est)		

Administrative Information

Investigator In Charge (IIC):	Daniel P Boggs	Adopted Date:	11/19/2015
Note:	The NTSB did not travel to the scene of this accident.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=91785		

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.