



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Beggs, OK	<b>Accident Number:</b>	CEN18LA125
<b>Date &amp; Time:</b>	03/21/2018, 1745 CDT	<b>Registration:</b>	N226JK
<b>Aircraft:</b>	CUB CRAFTERS PA18 150	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of engine power (total)	<b>Injuries:</b>	1 Minor, 1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

The private pilot stated that the takeoff was uneventful until the airplane reached about 50 ft above ground level and the engine experienced a total loss of power. The engine regained power momentarily, then lost power again. The pilot performed a forced landing during which the airplane impacted a ditch. The pilot reported that fuel selector may not have been secured in the "both" position detent at the time of the takeoff, and as a result, the engine may have lost power due to fuel starvation. A postrecovery examination did not reveal any anomalies that would have precluded normal operation of the airplane.

## Probable Cause and Findings

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

The pilot's failure to verify that the fuel selector was properly set before takeoff, which resulted in a total loss of engine power due to fuel starvation.

## Findings

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<b>Aircraft</b>	Fuel - Fluid management (Cause)
<b>Personnel issues</b>	Use of equip/system - Pilot (Cause)

## Factual Information

On March 21, 2018, about 1745 central daylight time, a Cub Crafters PA18-150 airplane, N226JK, experienced a loss of engine power after takeoff from runway 36 (1,800 ft by 50 ft, turf) at the Eagle Creek Airport (51OK), Beggs, Oklahoma. The pilot sustained a minor injury; the passenger was not injured. The airplane was substantially damaged. The airplane was registered to and operated by the pilot as a Title 14 *Code of Federal Regulations* Part 91 flight. Day visual meteorological conditions prevailed. The flight was not operated on a flight plan. The local flight was originating at the time of the accident.

The pilot stated that the pre-takeoff engine run up was normal. The accident takeoff was uneventful until the airplane reached about 50 ft above ground level when the engine lost power. The engine regained power momentarily, but then lost power again. The pilot executed a forced landing to an open grass area near the approach end of runway 8. The airplane impacted a ditch during the landing which caused the landing gear to collapse.

The airplane came to rest upright. The left wing struts were buckled, and both wings were deformed near midspan. The lower portion of the engine cowling exhibited upward crushing damage. The engine was displaced upward and to the left. The firewall and lower fuselage were deformed. The left side of the fuselage exhibited damage to the structural tubing along the cabin and baggage compartment.

A postrecovery examination of the airframe and engine did not reveal any anomalies consistent with a loss of engine power. A detailed summary of the examination is included in the docket associated with this accident investigation.

The pilot reported that about 30 gallons of fuel were on-board before takeoff. He stated that the fuel selector may not have been fully in the both position detent at the time of the accident takeoff, and as a result, the engine might have lost power due to fuel starvation.

## History of Flight

Initial climb	Loss of engine power (total) (Defining event)
Emergency descent	Off-field or emergency landing
Landing	Collision with terr/obj (non-CFIT)

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	64, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	4-point
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 With Waivers/Limitations	<b>Last FAA Medical Exam:</b>	08/01/2017
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	12/02/2017
<b>Flight Time:</b>	1849 hours (Total, all aircraft), 1137 hours (Total, this make and model), 1797 hours (Pilot In Command, all aircraft), 5 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CUB CRAFTERS	<b>Registration:</b>	N226JK
<b>Model/Series:</b>	PA18 150 NO SERIES	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	2004	<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal; Utility	<b>Serial Number:</b>	9965CC
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	02/07/2018, Annual	<b>Certified Max Gross Wt.:</b>	1750 lbs
<b>Time Since Last Inspection:</b>	2 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	958.4 Hours at time of accident	<b>Engine Manufacturer:</b>	Textron Lycoming
<b>ELT:</b>	C91A installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-360-C4P
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	180 hp
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	RVS, 638 ft msl	Distance from Accident Site:	15 Nautical Miles
Observation Time:	1753 CDT	Direction from Accident Site:	8°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	100°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.19 inches Hg	Temperature/Dew Point:	16 °C / -2 °C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Beggs, OK (51OK)	Type of Flight Plan Filed:	None
Destination:	Beggs, OK (51OK)	Type of Clearance:	None
Departure Time:	1745 CDT	Type of Airspace:	Class G

## Airport Information

Airport:	Eagle Creek (51OK)	Runway Surface Type:	Grass/turf
Airport Elevation:	740 ft	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	1800 ft / 50 ft	VFR Approach/Landing:	Forced Landing

## Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 1 None	Latitude, Longitude:	35.793611, -96.029722 (est)

## Administrative Information

Investigator In Charge (IIC):	Timothy Sorensen	Report Date:	03/18/2019
Additional Participating Persons:	James L Wirt; FAA Flight Standards; Oklahoma City, OK		
Publish Date:	03/18/2019		
Note:	The NTSB did not travel to the scene of this accident.		
Investigation Docket:	<a href="http://dms.ntsb.gov/pubdms/search/dockList.cfm?mKey=96903">http://dms.ntsb.gov/pubdms/search/dockList.cfm?mKey=96903</a>		

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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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).