



National Transportation Safety Board Aviation Accident Factual Report

Location:	Springtown, TX	Accident Number:	CEN20LA016
Date & Time:	10/13/2019, 1215 CDT	Registration:	N75139
Aircraft:	Piper PA-28R-200	Aircraft Damage:	Substantial
Defining Event:	Loss of engine power (total)	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General Aviation - Positioning		

On October 13, 2019, about 1215 central daylight time, a Piper PA-28R-200 airplane, N75139, was substantially damaged during a forced landing following a loss of engine power near Springtown, Texas. The pilot sustained minor injuries. The airplane was registered to U.S. Aviation Group LLC and operated by U.S. Aviation Academy as a Title 14 *Code of Federal Regulations* Part 91 positioning flight. Visual meteorological conditions prevailed, and the flight was not operated on a flight plan. The flight originated from Kezer Air Ranch Airport (61TE), Springtown, Texas, about 1200 and was destined for Denton Enterprise Airport (DTO), Denton, Texas.

The pilot, who was also a mechanic, stated that he was requested to go to 61TE to look at an airplane which had been involved in a loss of engine power event and forced landing the day before. His intention was to fly it back to DTO if it was safe to do so. He subsequently determined that the left fuel tank was empty, and the right fuel tank was full. He performed a pre-flight inspection which included taking a fuel sample from the right tank and the gascolator. No contamination was observed. After selecting the right fuel tank, the engine "started normally" and "ran smoothly." He taxied to the runup pad and conducted an "extensive run-up" looking for "any indication of [an] abnormality." All engine instrument indications were normal. After lining up on the runway, he advanced the throttle to takeoff power and held the brakes again looking for "any indication of [an] abnormality." With the engine running smoothly, he released the brakes. After takeoff, he circled the airport while climbing to 4,500 ft mean sea level before heading to DTO. About 10 miles north of 61TE, the engine "suddenly" lost power with no prior indication of a problem. He attempted to glide back to the departure airport, but the airplane did not have sufficient altitude. The airplane impacted a steel fence gate during the forced landing.

A postrecovery engine run did not reveal any anomalies consistent with an inability to produce rated power. The engine started without difficulty and ran smoothly at all power settings. A magneto check was unremarkable; each magneto exhibited an approximate 75 rpm drop. An examination of the fuel selector did not reveal any anomalies.

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	48, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Without Waivers/Limitations	Last FAA Medical Exam:	01/01/2019
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	07/12/2019
Flight Time:	2000 hours (Total, all aircraft), 60 hours (Total, this make and model), 900 hours (Pilot In Command, all aircraft), 100 hours (Last 90 days, all aircraft), 50 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N75139
Model/Series:	PA-28R-200	Aircraft Category:	Airplane
Year of Manufacture:	1976	Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	28R-7635269
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	08/19/2019, Annual	Certified Max Gross Wt.:	2600 lbs
Time Since Last Inspection:	25 Hours	Engines:	1 Reciprocating
Airframe Total Time:	8995.2 Hours at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-360-C1C
Registered Owner:	U.S. Aviation Group LLC	Rated Power:	200 hp
Operator:	U.S. Aviation Academy	Operating Certificate(s) Held:	Pilot School (141)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	DTO, 642 ft msl	Distance from Accident Site:	12 Nautical Miles
Observation Time:	1153 CDT	Direction from Accident Site:	60°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.03 inches Hg	Temperature/Dew Point:	22° C / 3° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Springtown, TX (61TE)	Type of Flight Plan Filed:	None
Destination:	Denton, TX (DTO)	Type of Clearance:	None
Departure Time:	1200 CDT	Type of Airspace:	Class G

Airport Information

Airport:	Kezer Air Ranch (61TE)	Runway Surface Type:	N/A
Airport Elevation:	830 ft	Runway Surface Condition:	Vegetation
Runway Used:	N/A	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced Landing

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	32.986667, -97.619722 (est)

Administrative Information

Investigator In Charge (IIC):	Timothy Sorensen
Additional Participating Persons:	Curtis Anthony; FAA Flight Standards; Irving, TX
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=100496