

# N98649 Accident/Incident Report

All time are approximate

13 April 2020

7:45 pm N98649 preparers for departure

7:55 pm N98649 take runway 18 and preforms run-ups and aircraft pre-departure checks. Airport operator (Jeff LaFountain) heard the aircraft complete the power-up/run-up checks.

7:58 pm Pilots contacts Airport operator by cell phone to inform the airport operator that he had lost power and was on the runway with wheels up. Pilot stated "It happened so quickly that I powered everything down and got out of the plane as fast and safely as possible and called by phone".

7:59 pm Airport operator responds with ARFF truck, insures pilot is safe, and confirms that fuel is shut off and no fuel leaks.

8:05 pm Airport operator contacts Kansas City Center to inform than of the situation and that the runway was closed. Spoke with Scott Moore.

8:05 pm Airport operator contacts Airport Director (Glenn Balliew) and informs him of the situation. Airport Director instructs airport operator is issue a NOTAM to close the airport and contact the local A&P because the airport would need his help and aircraft jacks.

8:06 pm Airport operator (Jeff LaFountain) contacted UPS to have then turn back to unload plane before removal started.

8:07 pm Airport Director contacts city staff and instructs them to bring a track loader and straps to the airport.

8:23 pm NOTAM issued closing the airport

8:25 pm UPS showed up and we unloaded the aircraft of all packages, unloading completed at 8:30 pm.

8:26 pm Airport Director contact Kansas City Center to establish point of contact.

8:31 pm Airport Director contacts FAA Flight Service to get numbers for the FAA ROC. Airport Director didn't have the ROC contact information in his cell phone.

8:55 pm Airport Director arrives at airport and contacts Flight Service again for FAA ROC phone number.

8:56 pm Airport Director contacts FAA ROC to inform them of the situation. During the phone call the Airport Director spoke the FAA ROC representative (Lorrie) and James Seabolt, FAA Aviation Safety Inspector.

9:08 pm Airport Director arrived at the downed aircraft. Airport Director checked on status of the pilot. Pilot stated "at approximately 40 feet it was like the engines went to an idle" and he was able to land it wheels up on the runway. Airport Director contacted FAA ROC and FAA Aviation Safety Inspector again to inform them of the aircraft tail number. The FAA inspector ask many questions. Airport Director

provided the FAA Inspector the name and number of the local A&P mechanic so that fuel samples could be taken done. The Airport Director then turn the phone over to the pilot. The pilot and FAA Inspector spoke at length.

09:45 pm Airport Director spoke to aircraft owner. The owner was given the option of bringing his own people in the remove the plane or allow the city to do it without liability of damage.

10:05 pm Aircraft owner gave permission for airport personnel to remove the plane without liability of damage.

10:10 pm Removal process began.

11:23 pm Airport Director returned phone call to FAA ROC and provide status of removal.

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12:30 am Aircraft was on its wheels and being pulled back to hangar.

01:00 am Airport special inspection performed

01:13 am NOTAM canceled.

01:30 am N98649 was stored in locked hangar.

01:15 am Airport Director requested that John Mcnay (local A&P) take fuel sample from truck to insure the legitimacy of the sample.

0730 am another special inspections was performed in the daylight.

0745 am runway inspection shows from the first prop strike on the runway to where the aircraft came to a stop was approximately 1122 feet.

0927 am photos sent to James Seabolt, FAA Aviation Safety Inspector.

End of report