



# Aviation Investigation Final Report

<b>Location:</b>	Savoy, Texas	<b>Accident Number:</b>	CEN22LA429
<b>Date &amp; Time:</b>	September 22, 2022, 15:30 Local	<b>Registration:</b>	N495TC
<b>Aircraft:</b>	COMMANDER AIRCRAFT CO 114TC	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of engine power (partial)	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported that the airplane shuddered after he completed maneuvers in a local practice area. After the shudder recurred, he realized that the engine was “barely running.” The pilot’s efforts to restore engine power were not successful. He subsequently lowered the landing gear and executed a forced landing to a highway. The airplane encountered a highway median area during the landing and sustained damage to the outboard portion of the right wing and the right aileron.

On-scene observation of the airplane indicated that the wing fuel tanks appeared to be full. A postrecovery examination of the engine and airframe fuel system did not reveal any anomalies that would have precluded normal engine operation.

## Probable Cause and Findings

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

A loss of engine power for reasons that could not be determined.

## Findings

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**Not determined**

(general) - Unknown/Not determined

## Factual Information

### History of Flight

<b>Maneuvering</b>	Loss of engine power (partial) (Defining event)
<b>Emergency descent</b>	Off-field or emergency landing
<b>Landing-landing roll</b>	Collision with terr/obj (non-CFIT)

On September 22, 2022, about 1530 central daylight time, a Commander 114TC airplane, N495TC, was substantially damaged when it was involved in an accident near Savoy, Texas. The pilot and pilot-rated passenger were not injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

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### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	62, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 3 With waivers/limitations	<b>Last FAA Medical Exam:</b>	August 3, 2021
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	February 3, 2021
<b>Flight Time:</b>	379 hours (Total, all aircraft), 15 hours (Total, this make and model), 375 hours (Pilot In Command, all aircraft), 13 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	COMMANDER AIRCRAFT CO	<b>Registration:</b>	N495TC
<b>Model/Series:</b>	114TC	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1995	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	20004
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	June 1, 2022 Annual	<b>Certified Max Gross Wt.:</b>	3305 lbs
<b>Time Since Last Inspection:</b>	16.8 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2095.2 Hrs at time of accident	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-580-B1A
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	315 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>	On file	<b>Operator Designator Code:</b>	N/A

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KTKI, 589 ft msl	<b>Distance from Accident Site:</b>	28 Nautical Miles
<b>Observation Time:</b>	15:53 Local	<b>Direction from Accident Site:</b>	204°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	5 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	230°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.95 inches Hg	<b>Temperature/Dew Point:</b>	36°C / 8°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Dallas, TX (TKI)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Dallas, TX (TKI)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	14:56 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	N/A N/A	<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>		<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	Forced landing

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	33.614118,-96.357604(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Sorensen, Timothy
<b>Additional Participating Persons:</b>	Tony Baumgard; FAA Flight Standards; Irving, TX
<b>Original Publish Date:</b>	August 15, 2023
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 3</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=105986">https://data.nts.gov/Docket?ProjectID=105986</a>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).