



Aviation Investigation Final Report

Location:	Louisburg, Kansas	Accident Number:	MKC86LA104
Date & Time:	May 10, 1986, 20:00 Local	Registration:	N7027M
Aircraft:	CESSNA 175	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

DURING A FLY-BY OVER A PVT AIRSTRIP OWNED BY THE PLT, THE ACFT CONTACTED POWER LINES BORDERING THE SOUTH END OF THE AIRSTRIP WHICH THE PLT STATED HE FORGOT ABOUT. THE PLT REPORTED HE FAILED TO PULL UP DURING THE OVER FLY AND FLEW UNDER THE POWER LINES. THE ACFT STRUCK THE LINES WHICH SUBSTANTIALLY DAMAGED THE VERTICAL AND HORIZONTAL STABILIZERS. THE ACFT WAS ABLE TO CONTINUE FLIGHT TO ANOTHER PVT AIRSTRIP WHERE A LANDING WAS PERFORMED. THE PLT'S PVT AIRSTRIP WAS RECENTLY SEEDED AND THE PLT WAS OBSERVING THE RWY SURFACE FROM THE AIR.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: CRUISE - NORMAL

Findings

1. (F) OBJECT - WIRE, TRANSMISSION
2. (F) LOW PASS - INTENTIONAL - PILOT IN COMMAND

3. (C) PULL-UP - DELAYED - PILOT IN COMMAND
4. (C) INATTENTIVE - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	42, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	October 28, 1985
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	172 hours (Total, all aircraft), 170 hours (Total, this make and model), 125 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N7027M
Model/Series:	175 175	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	55327
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	March 12, 1985 Annual	Certified Max Gross Wt.:	2350 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1286 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	GO-300-A
Registered Owner:		Rated Power:	175 Horsepower
Operator:	JIM KAPPELLER	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	OJC ,1086 ft msl	Distance from Accident Site:	15 Nautical Miles
Observation Time:	20:47 Local	Direction from Accident Site:	355°
Lowest Cloud Condition:	Scattered / 5000 ft AGL	Visibility	20 miles
Lowest Ceiling:	Broken / 8000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	GARDNER , KS (K34)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	19:45 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	38.617396,-94.679552(est)

Administrative Information

Investigator In Charge (IIC):	Thorpe, Clint
Additional Participating Persons:	TOM ELLIOTT; WICHITA , KS
Original Publish Date:	June 12, 2023
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=34172

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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](#).