



Aviation Investigation Final Report

Location:	KEOKUK, Iowa	Accident Number:	CHI99LA247
Date & Time:	July 22, 1999, 14:15 Local	Registration:	N4902K
Aircraft:	Ryan NAVION A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot stated he had topped off the accident airplane's fuel before departure. He said that during the landing approach, he reduced engine power, lowered the landing gear, and extended 1/2 flaps. Subsequently, he applied power and the engine did not respond. A soybean field was selected and a forced landing executed in the field resulting in substantial damage. The investigation revealed engine continuity and no pre-existing engine anomalies were found. Fuel was recovered from the airplane. Fuel was also present on the ground at the scene and the glass gascolator bowl was found broken. The fuel selector was found on the main tank position and was selected to the off position by the first person to arrive at the accident site.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Loss of engine power for undetermined reasons.

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: APPROACH - VFR PATTERN - DOWNWIND

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: FORCED LANDING

Phase of Operation: EMERGENCY DESCENT/LANDING

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: EMERGENCY LANDING

Findings

2. (F) TERRAIN CONDITION - CROP

Factual Information

On July 22, 1999, at 1415 central daylight time, a Ryan Navion A, N4902K, piloted by a private pilot, sustained substantial damage during a forced landing near Keokuk Municipal Airport, Keokuk, Iowa. The 14 CFR Part 91 flight was not on a flight plan. The pilot and passenger received minor injuries. Visual meteorological conditions prevailed at the time of the accident. The flight originated from West Kentucky Airpark Airport, Paducah, Kentucky at 1200.

In a written statement, the pilot stated that he had topped off the accident airplane's fuel before departing West Kentucky Airpark Airport. He said that during the downwind segment of the approach to runway 26 at Keokuk Municipal Airport, he reduced engine power, he lowered the gear, and lowered 1/2 flaps. He said that he applied power to stabilize the decent and found that the engine did not respond to the throttle. He stated that he had chosen a soybean field and made a forced landed in that field. The pilot reported that both main landing gears were sheared off, damage occurred to both wings, and that the engine compartment was torn loose from the fuselage during the forced landing.

A FAA inspection, conducted on July 27, 1999, revealed engine continuity. No pre-existing engine anomalies were found. Three and three quarter gallons of fuel were recovered from the airplane. An area soaked with fuel was present on the ground under the firewall area and the glass gascolator bowl was found broken. The fuel selector was found selecting the main tank and was selected to the off position by the first person to arrive.

Pilot Information

Certificate:	Private	Age:	55, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Glider	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:	July 14, 1997
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1100 hours (Total, all aircraft), 100 hours (Total, this make and model), 1000 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Ryan	Registration:	N4902K
Model/Series:	NAVION A NAVION A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	NAV-4-1902
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	July 16, 1999 Annual	Certified Max Gross Wt.:	2750 lbs
Time Since Last Inspection:	51 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1409 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	E185
Registered Owner:	L BIRDS INCORPORATED	Rated Power:	185 Horsepower
Operator:		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:	EOK ,671 ft msl	Distance from Accident Site:	
Observation Time:	13:45 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	37°C / 20°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	PADUCAH , KY (FIO)	Type of Flight Plan Filed:	None
Destination:	(EOK)	Type of Clearance:	None
Departure Time:	12:00 Local	Type of Airspace:	Class E

Airport Information

Airport:	KEOKUK MUNICIPAL AIRPORT EOK	Runway Surface Type:	Concrete
Airport Elevation:	671 ft msl	Runway Surface Condition:	
Runway Used:	26	IFR Approach:	None
Runway Length/Width:	5500 ft / 100 ft	VFR Approach/Landing:	Forced landing;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	40.40023,-91.399955(est)

Administrative Information

Investigator In Charge (IIC):	Malinowski, Edward
Additional Participating Persons:	KEITH MILLER; DES MOINES , IA ROBERT N ANDERLIK; DES MOINES , IA
Original Publish Date:	June 22, 2000
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=46891

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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](#).