



Aviation Investigation Final Report

Location:	Leroy, Ohio	Accident Number:	CHI08CA284
Date & Time:	September 17, 2008, 18:20 Local	Registration:	N764V
Aircraft:	Fleet 2	Aircraft Damage:	Substantial
Defining Event:	Powerplant sys/comp malf/fail	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot performed low-level maneuvering during a local flight. The airplane's propeller separated from the engine and the pilot performed a forced landing, during which the airplane impacted trees. An on-scene examination of the propeller hub keyway revealed that it was cracked.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The loss of engine power due to the propeller hub failure during a low-level maneuver. Contributing to the accident were the trees encountered during the forced landing.

Findings

Aircraft	Propeller hub section - Failure
Environmental issues	Tree(s) - Contributed to outcome

Factual Information

History of Flight

Maneuvering-low-alt flying	Powerplant sys/comp malf/fail (Defining event)
Maneuvering-low-alt flying	Loss of engine power (total)
Emergency descent	Off-field or emergency landing
Emergency descent	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Airline transport; Commercial	Age:	46, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Front
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 1 Without waivers/limitations	Last FAA Medical Exam:	August 26, 2008
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	August 14, 2008
Flight Time:	9200 hours (Total, all aircraft), 15 hours (Total, this make and model), 7800 hours (Pilot In Command, all aircraft), 50 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Fleet	Registration:	N764V
Model/Series:	2	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	332
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	April 9, 2008 Annual	Certified Max Gross Wt.:	1575 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2344 Hrs as of last inspection	Engine Manufacturer:	Kinner
ELT:	Not installed	Engine Model/Series:	K-5
Registered Owner:	Charles Reed	Rated Power:	110 Horsepower
Operator:	Michael Toman	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	CGF,879 ft msl	Distance from Accident Site:	
Observation Time:	17:45 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	280°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.13 inches Hg	Temperature/Dew Point:	24°C / 14°C
Precipitation and Obscuration:			
Departure Point:	Leroy, OH (OI31)	Type of Flight Plan Filed:	None
Destination:	Leroy, OH (OI31)	Type of Clearance:	None
Departure Time:	18:00 Local	Type of Airspace:	

Airport Information

Airport:	Pheasant Run Airport OI31	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	41.70972,-81.124725(est)

Administrative Information

Investigator In Charge (IIC):	Malinowski, Edward
Additional Participating Persons:	Edward W Skuza; Federal Aviation Administration; Cleveland, OH
Original Publish Date:	January 22, 2009
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=69040

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](#).