



Aviation Investigation Final Report

Location:	Waxahachie, Texas	Accident Number:	CEN09CA406
Date & Time:	July 4, 2009, 09:00 Local	Registration:	N28NB
Aircraft:	North American T-28B	Aircraft Damage:	Substantial
Defining Event:	Powerplant sys/comp malf/fail	Injuries:	1 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot departed as number two of a three-airplane formation. On initial departure while joining the formation, the pilot felt an unusual vibration in the airframe. The pilot checked the engine instruments and determined that the oil temperature was high. After clearing the formation and turning the airplane back toward the airport, the engine stopped producing power. The airplane descended, was landed gear up in a clearing, and was substantially damaged during the landing. The cause of the high oil temperature could not be determined.

Probable Cause and Findings

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

Findings

Aircraft	(general) - Failure
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Factual Information

History of Flight

Initial climb	Powerplant sys/comp malf/fail (Defining event)
Emergency descent	Loss of engine power (total)
Landing	Off-field or emergency landing

Pilot Information

Certificate:	Airline transport; Commercial	Age:	72, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	September 11, 2008
Occupational Pilot:	No	Last Flight Review or Equivalent:	February 20, 2009
Flight Time:	30000 hours (Total, all aircraft), 794 hours (Total, this make and model), 17500 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	North American	Registration:	N28NB
Model/Series:	T-28B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Experimental (Special)	Serial Number:	53-138287
Landing Gear Type:	Retractable - Tricycle	Seats:	2
Date/Type of Last Inspection:	May 12, 2009 Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:	9 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1290 Hrs at time of accident	Engine Manufacturer:	WRIGHT
ELT:	Installed, not activated	Engine Model/Series:	R-1820 SER
Registered Owner:	On file	Rated Power:	1475 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KJWY,713 ft msl	Distance from Accident Site:	2 Nautical Miles
Observation Time:	09:04 Local	Direction from Accident Site:	270°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	13 knots / 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	30°C / 20°C
Precipitation and Obscuration:			
Departure Point:	Waxahachie, TX (KJWY)	Type of Flight Plan Filed:	None
Destination:	Tyler, TX (KTYR)	Type of Clearance:	None
Departure Time:	08:58 Local	Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	32.460834,-96.890274(est)

Administrative Information

Investigator In Charge (IIC):	Gamble, William
Additional Participating Persons:	Greg P Sheehan; FAA FSDO; Dallas, TX
Original Publish Date:	October 19, 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=74192

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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](#).