Aviation Investigation Final Report

Location:	Atchison, Kansas	**Accident Number:**	CEN10LA281
Date & Time:	May 29, 2010, 10:30 Local	**Registration:**	N76287
Aircraft:	Cessna 140	**Aircraft Damage:**	Substantial
Defining Event:	Loss of engine power (total)	**Injuries:**	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

During takeoff the airplane's engine suddenly lost power. The pilot applied carburetor heat and switched fuel tanks; however, the engine did not restart. The pilot elected to conduct a forced landing along a road. During the forced landing, the airplane sustained structural damage. An examination of the airplane and engine was conducted; however, no abnormalities were found with either the airframe or engine that could account for the loss of engine power. While weather conditions for carburetor icing were noted as “moderate or serious icing - cruise or descent power range” at the time of the accident, the investigation was unable to determine the cause of the power loss.

Probable Cause and Findings

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

Findings

Aircraft	(general) - Not specified
Environmental issues	Conducive to carburetor icing - Not specified

Factual Information

History of Flight

Takeoff	Loss of engine power (total) (Defining event)
Landing	Collision during takeoff/land

On May 29, 2010, about 1030 central daylight time, a single-engine Cessna 140 airplane, N76287, received substantial damage after a forced landing following a loss of engine power shortly after takeoff from the Amelia Earhart Airport (K59), Atchison, Kansas. The commercial rated pilot, sole occupant, was not injured. The airplane was registered to and operated by a private individual. Day visual meteorological conditions prevailed and no flight plan was filed for the 14 Code of Federal Regulations Part 91 personal flight.

In a telephone interview with the pilot, he stated that he had just departed K59, when the engine “just quit.” He stated that he applied carburetor heat, and switched (fuel) tanks, to no avail. He then elected to conduct a force landing on a nearby road. During the hard landing the airplane’s landing gear collapsed, and the airplane impacted and came to rest in a ditch.

An examination of the airplane was conducted by a Federal Aviation Administration (FAA) inspector. The inspector reported that fuel was visible in the left wing fuel tank; however, the amount of fuel in right wing fuel tank could not be verified, due to the way the airplane was sitting without its landing gear. Fuel sumped from each tank appeared clean and free of contaminates. Additionally, fuel was found in the engine’s carburetor. The engine was rotated by hand and continuity thought the engine was verified. Both left and right magneto’s appeared to function properly.

A review of the information found on a Carburetor Icing Probability Chart; and given the atmospheric conditions prevailing during take-off, revealed that the airplane was operating within the "moderate or serious icing - cruise or descent power" range.

A reason for the loss of engine power was not determined.

Pilot Information

Certificate:	Commercial	**Age:**	66,Male
Airplane Rating(s):	Single-engine land; Multi-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 With waivers/limitations	**Last FAA Medical Exam:**	April 10, 2009
Occupational Pilot:	No	**Last Flight Review or Equivalent:**	
Flight Time:	1379 hours (Total, all aircraft), 610 hours (Total, this make and model), 1379 hours (Pilot In Command, all aircraft), 26 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	**Registration:**	N76287
Model/Series:	140	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	10701
Landing Gear Type:	Tailwheel	**Seats:**	2
Date/Type of Last Inspection:	May 10, 2009 Annual	**Certified Max Gross Wt.:**	
Time Since Last Inspection:		**Engines:**	1 Reciprocating
Airframe Total Time:	3603 Hrs at time of accident	**Engine Manufacturer:**	CONT MOTOR
ELT:	C91A installed, activated, did not aid in locating accident	**Engine Model/Series:**	C85 SERIES
Registered Owner:	On file	**Rated Power:**	85 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:	KSTJ	**Distance from Accident Site:**	16 Nautical Miles
Observation Time:	10:53 Local	**Direction from Accident Site:**	300°
Lowest Cloud Condition:	Clear	**Visibility**	10 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	6 knots /	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	149°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	29.93 inches Hg	**Temperature/Dew Point:**	27°C / 13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Atchison, KS (K59)	**Type of Flight Plan Filed:**	Unknown
Destination:	Lee's Summit, MO (KLXT)	**Type of Clearance:**	None
Departure Time:		**Type of Airspace:**	

Airport Information

Airport:	Amelia Earhart Airport K59	**Runway Surface Type:**	Asphalt
Airport Elevation:		**Runway Surface Condition:**	
Runway Used:	16	**IFR Approach:**	None
Runway Length/Width:	3000 ft / 48 ft	**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:**	39.559658,-95.129821(est)

Administrative Information

Investigator In Charge (IIC):	Hatch, Craig
Additional Participating Persons:	Bobby Warren; FAA FSDO; Wichita, KS
Original Publish Date:	August 12, 2010
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=76178