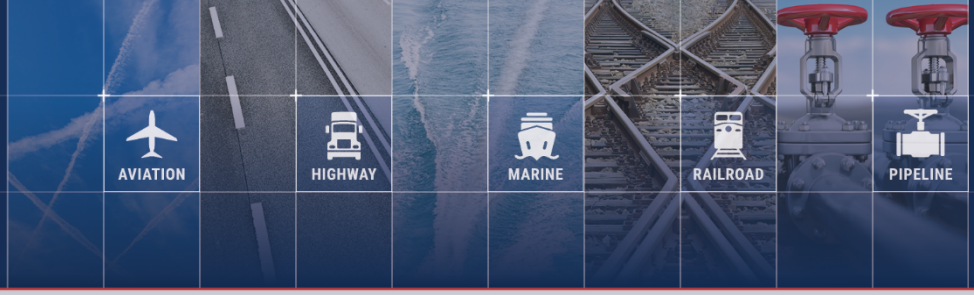

Aviation Investigation Final Report

Location:	Osage City, Kansas	**Accident Number:**	CEN16LA177
Date & Time:	April 28, 2016, 15:10 Local	**Registration:**	N17PY
Aircraft:	Boeing A75N1 (PT17)	**Aircraft Damage:**	Substantial
Defining Event:	Fuel related	**Injuries:**	3 None
Flight Conducted Under:	Part 91: General aviation - Skydiving		

Analysis

The airplane departed on a parachute jump flight with the airline transport pilot seated in the rear cockpit and two parachutists standing outside on the lower wing. About 200 ft above ground level, the pilot sensed a loss of engine power and the airplane stopped climbing. The airplane descended, and the pilot conducted an off-airport forced landing to a flat, open, muddy field about 1,600 ft north of the airport, during which the main landing gear separated from the airframe. A postaccident examination of the airplane revealed no anomalies. Review of weather information for the area at the time of the accident indicated that conditions were conducive to the accumulation of serious icing at glide power settings; however, the airplane was operating at takeoff power at the time of the accident, and the reason for the loss of engine power could not be determined.

Probable Cause and Findings

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

A partial loss of engine power for reasons that could not be determined based on the available information.

Findings

Not determined	(general) - Unknown/Not determined
Aircraft	(general) - Damaged/degraded
Aircraft	Intake anti-ice, deice - Not used/operated

Factual Information

History of Flight

Initial climb	Fuel related (Defining event)
Landing	Off-field or emergency landing
Landing	Landing gear collapse

On April 28, 2016, about 1510 central daylight time, a Boeing A75N1 (PT-17) single-engine airplane, N17PY, impacted terrain after a loss of engine power shortly after departing the Osage City Municipal Airport (53K), Osage City, Kansas. The pilot and two passengers were not injured, and the airplane was substantially damaged. The airplane was registered to, and operated by a private individual, as a 14 Code of Federal Regulations Part 91 sport parachuting flight. Visual meteorological conditions (VMC) prevailed and a flight plan had not been filed. At the time of the accident the airplane had just departed 53K for the skydiving flight .

The airplane departed with the pilot seated in the rear cockpit and with two parachutists standing outside, on the lower wing. The parachutists held on to the edge of the front cockpit and were secured by a safety strap. .After the airplane climbed to about 200 ft agl (above ground level), the pilot sensed a loss of engine power and the airplane stopped climbing. The airplane descended and the pilot executed an off-airport forced landing to a flat open field about 1,600 feet north of 53K. The airplane cleared the top of 32-foot tall electric power lines and came to rest upright, about 100 feet from the initial touchdown spot.
The airplane landed hard with the muddy field resulted in the complete separation of both main landing gear legs . The two parachutists reported that they were not ejected and remained restrained by the safety strap. A postaccident examination of the airplane at the scene revealed that there was substantial damage to the lower wing and fuselage. The examination noted that there was adequate fuel on board, no fuel spill, and no postimpact fire. Flight control continuity was confirmed. The pilot said he did not use carburetor heat .

An examination of the engine and its components showed no anomalies. An inspection and testing of the engine spark plugs indicated normal wear and that they were fully functional. The wiring harness was visually inspected and appeared normal. A bench test of both magnetos showed they were fully functional.

The closest weather reporting station was at FOE, Topeka, Kansas; located 20 miles northeast from the accident location, At 1453 the automated surface observation system at FOE recorded wind from 330 degrees at 13 knots, visibility 10 miles, scattered clouds at 2,700 ft above ground level, temperature 16 ° Celsius (C), dew point 8 ° C, and an altimeter setting of 29.96 inches of Mercury.

A review of the carburetor icing probability chart in Federal Aviation Administration, Special Information Bulletin CE-09-35, revealed the airplane was operating in an area favorable for serious icing at glide power.

Pilot Information

Certificate:	Airline transport; Commercial	**Age:**	37,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	**Seat Occupied:**	Rear
Other Aircraft Rating(s):	Glider	**Restraint Used:**	4-point
Instrument Rating(s):	Airplane	**Second Pilot Present:**	No
Instructor Rating(s):	None	**Toxicology Performed:**	No
Medical Certification:	Class 1 With waivers/limitations	**Last FAA Medical Exam:**	August 6, 2015
Occupational Pilot:	Yes	**Last Flight Review or Equivalent:**	November 23, 2015
Flight Time:	(Estimated) 8625 hours (Total, all aircraft), 85 hours (Total, this make and model), 4088 hours (Pilot In Command, all aircraft), 35 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

Passenger Information

Certificate:		**Age:**	51,Male
Airplane Rating(s):		**Seat Occupied:**	None
Other Aircraft Rating(s):		**Restraint Used:**	None
Instrument Rating(s):		**Second Pilot Present:**	No
Instructor Rating(s):		**Toxicology Performed:**	No
Medical Certification:		**Last FAA Medical Exam:**	
Occupational Pilot:	No	**Last Flight Review or Equivalent:**	
Flight Time:			

Passenger Information

Certificate:		**Age:**	Male
Airplane Rating(s):		**Seat Occupied:**	None
Other Aircraft Rating(s):		**Restraint Used:**	None
Instrument Rating(s):		**Second Pilot Present:**	No
Instructor Rating(s):		**Toxicology Performed:**	No
Medical Certification:		**Last FAA Medical Exam:**	
Occupational Pilot:	No	**Last Flight Review or Equivalent:**	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	Boeing	**Registration:**	N17PY
Model/Series:	A75N1 (PT17)	**Aircraft Category:**	Airplane
Year of Manufacture:	1942	**Amateur Built:**	
Airworthiness Certificate:	Aerobatic; Normal; Utility	**Serial Number:**	75-5554
Landing Gear Type:	Unknown	**Seats:**	2
Date/Type of Last Inspection:	February 11, 2016 Annual	**Certified Max Gross Wt.:**	2950 lbs
Time Since Last Inspection:	26 Hrs	**Engines:**	1 Reciprocating
Airframe Total Time:	6679 Hrs at time of accident	**Engine Manufacturer:**	Continental
ELT:		**Engine Model/Series:**	W670-6A
Registered Owner:	On file	**Rated Power:**	220 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:	KFOE,1079 ft msl	**Distance from Accident Site:**	20 Nautical Miles
Observation Time:	14:53 Local	**Direction from Accident Site:**	19°
Lowest Cloud Condition:	Scattered / 2700 ft AGL	**Visibility**	10 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	13 knots / None	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	330°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	29.95 inches Hg	**Temperature/Dew Point:**	16°C / 8°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Osage City, KS (53K)	**Type of Flight Plan Filed:**	None
Destination:	Osage City, KS (53K)	**Type of Clearance:**	None
Departure Time:	15:10 Local	**Type of Airspace:**	Class G

Airport Information

Airport:	OSAGE CITY MUNI 53K	**Runway Surface Type:**	Asphalt
Airport Elevation:	1105 ft msl	**Runway Surface Condition:**	Dry
Runway Used:	35	**IFR Approach:**	None
Runway Length/Width:	2560 ft / 40 ft	**VFR Approach/Landing:**	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 None	**Aircraft Damage:**	Substantial
Passenger Injuries:	2 None	**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	3 None	**Latitude, Longitude:**	38.641387,-95.802497(est)

Administrative Information

Investigator In Charge (IIC):	Latson, Thomas
Additional Participating Persons:	Bobby Warren; FAA Wichita FSDO; Wichita, KS Webster McKinley; FAA Wichita FSDO; Wichita, KS
Original Publish Date:	September 11, 2018
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=93133