



Aviation Investigation Final Report

Location:	Boonville, Missouri	Accident Number:	CEN17LA206
Date & Time:	May 31, 2017, 19:20 Local	Registration:	N6165
Aircraft:	KENNETH B HINES NIEUPORT 28	Aircraft Damage:	Substantial
Defining Event:	Loss of engine power (partial)	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Flight test		

Analysis

The private pilot was attempting to take off on the experimental, amateur-built airplane's first flight. When the airplane was about 30-50 ft in the air, the engine experienced a partial loss of power and the pilot landed on the remaining runway. The airplane landed hard, the landing gear collapsed, and the airplane nosed over. Examination of the engine revealed several air leaks in the induction system, including the vacuum takeoff port cap on the carburetor and the rudder seal on the left induction manifold adapter. It is likely that the compromised induction system resulted in the partial loss of engine power.

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 due to a compromised induction system.

Findings

Aircraft	(general) - Failure
Personnel issues	Perception - Owner/builder

Factual Information

History of Flight

Prior to flight	Aircraft maintenance event
Takeoff	Loss of engine power (partial) (Defining event)
Landing	Abnormal runway contact

On June 1, 2017, about 1920 central daylight time, an experimental amateur-built Nieuport 28 airplane, N6165, experienced a loss of engine power on takeoff and collided with terrain near Boonville, Missouri. The pilot was not injured, and the airplane sustained substantial damage. The airplane was registered to and operated by a private individual under the provisions of Title 14 Code of Federal Regulations Part 91 as a test flight. Visual meteorological conditions prevailed for the flight and a flight plan was not filed. The local flight was originating at the time of the accident.

According to information provided to the responding Federal Aviation Administration (FAA) inspector by the pilot, the flight was the first for the airplane since built. The pilot had ground-run the engine a couple days prior to the flight. On the day of the accident, the pilot reported that he took off with about 18 gallons of fuel. When the airplane was about 30-50 ft above ground level, the engine "sagged." He pulled the mixture and landed straight ahead on the remaining runway. The landing was "rough" and the airplane landed hard resulting in a collapse of the landing gear. The airplane nosed over resulting in substantial damage to the vertical stabilizer and rudder.

Examination of the engine by the FAA inspector revealed several air leaks in the induction system to include the vacuum takeoff port cap on the carburetor and the rudder seal on the left-hand induction manifold adapter.

Pilot Information

Certificate:	Private	Age:	61, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Single
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	BasicMed	Last FAA Medical Exam:	July 3, 2006
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	KENNETH B HINES	Registration:	N6165
Model/Series:	NIEUPORT 28 NO SERIES	Aircraft Category:	Airplane
Year of Manufacture:	2016	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	061112
Landing Gear Type:	Tailwheel	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	Reciprocating
Airframe Total Time:		Engine Manufacturer:	Volkswagen
ELT:		Engine Model/Series:	2130
Registered Owner:	On file	Rated Power:	
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:	KVER,716 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	19:15 Local	Direction from Accident Site:	333°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.03 inches Hg	Temperature/Dew Point:	26°C / 10°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Boonville, MO (VER)	Type of Flight Plan Filed:	None
Destination:	Boonville, MO (VER)	Type of Clearance:	None
Departure Time:		Type of Airspace:	

Airport Information

Airport:	JESSE VIERTEL MEMORIAL VER	Runway Surface Type:	Asphalt
Airport Elevation:	715 ft msl	Runway Surface Condition:	
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	4000 ft / 75 ft	VFR Approach/Landing:	Forced landing

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:	38.946666,-92.682777(est)

Administrative Information

Investigator In Charge (IIC):	Aguilera, Jason
Additional Participating Persons:	David Johnson; FAA; Kansas City, MO
Original Publish Date:	March 18, 2019
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=95274

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