

Prepared by

NATIONAL TRANSPORTATION SAFETY BOARD

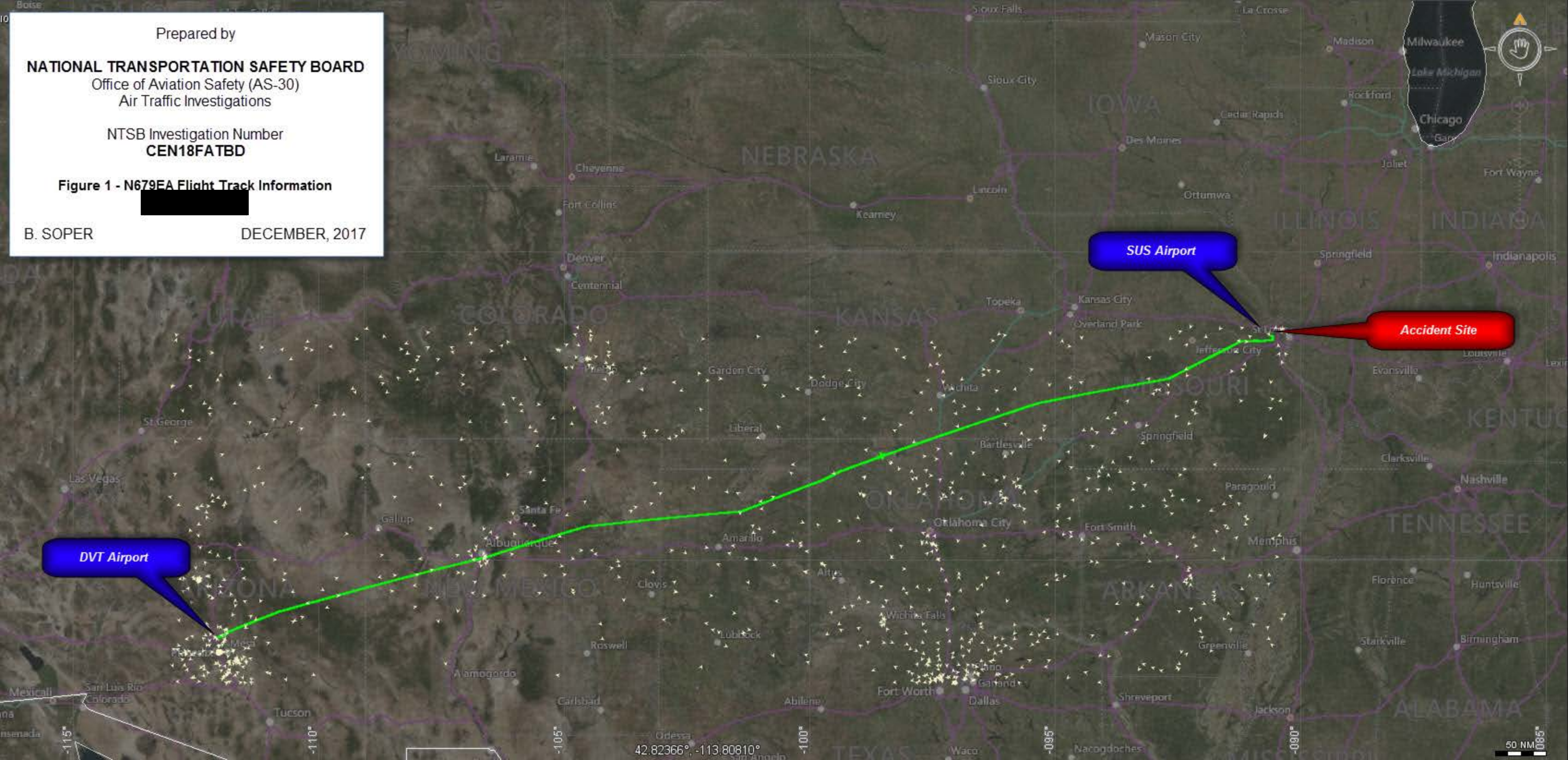
Office of Aviation Safety (AS-30)
Air Traffic Investigations

NTSB Investigation Number
CEN18FATBD

Figure 1 - N679EA Flight Track Information

B. SOPER

DECEMBER, 2017



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Figure 2 - N679EA Flight Track Information

B. SOPER

DECEMBER, 2017



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CEN18FA049

Figure 3 - N679EA // Flight Track - Final Portion

B. SOPER

JANUARY, 2018

1454:00 CST
725' msl // 67 knots
The point at which the pilot reported he
was losing engine power

N679EA
725 ft 67

N124AE false
N124AE

15:54:00 EST HIST ▶ 1X

38.69894°, -090.66031°

0.5 NM

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Figure 4 - N679EA // Flight Track - Final Portion

B. SOPER

JANUARY, 2018

1454:09 CST
650' msl // 60 knots
The point at which the pilot reported he
was not sure if he would make it

N679EA
650 ft 60

N124AE false
N124AE

15:54:09 EST HIST ▶ 1X

38.62451°, -090.68447°

0.5 NM

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Figure 5 - N679EA // Flight Track - Final Portion

B. SOPER

JANUARY, 2018

1450:29 CST - 1453:39 CST
The accident aircraft was in a constant left hand turn transitioning from downwind to final rather than a traditional "box" pattern of downwind to base to final. He was in this turn for over 3 minutes, and when he was coming out of it and straightening to final, that's when he starts losing speed

N679EA
899 ft 90

