



U.S. Department
of Transportation
**Federal Aviation
Administration**

Inspector's Report

Date: May 30, 2018

Subject: Aircraft Accident May 28, 2018

From: FAA Airworthiness Safety Inspector, Richard L. Terrell

NTSB ID: CEN18LA197

Location /Time of Accident: 1/8 miles north of Westport airport (71K), Wichita, KS,
Local Time: 12:10 CDT

FAA Office: CE07 Wichita, KS, (ICT)

Operator: Part 91 Operation

Registered Owner: American Airpower Heritage Flying Museum

Aircraft: N64176 Make: Fairchild Model: M-62C (PT-23-HO) S/N: 256HO

Date Manufacture: 1943

Aircraft Total Time: 2191.1 Aircraft Total Cycles: UNK

Engine:	Make: Continental	Model: 670-16	S/N 14675
	TT: 1969.9	CSN: UNK	TSO: 845.9

Details

A Fairchild model M-62C (PT-23A), a Confederate Airforce aircraft was involved in an accident approximately 1/8 mile north of Westport airport runway 17/35 in Wichita, KS. The accident occurred in an industrial lot on Monday May 28, 2018 at 12:10 Central Daylight Time (CDT). The aircraft had previously departed Westport airport approximately at 9:15 CDT. The aircraft was traveling in a south direction, flight direction 170, and on final approach when the aircraft engine stopped directly north of the runway.

The aircraft ground impact marks indicate the aircraft was in a level flight upon landing in the lot. On the east side of the lot was a row of storage facilities and to the west was vehicles and two fuel pump units protected by concrete poles. Upon landing, the aircraft missed the vehicles and storage facilities; however the right wing impacted the fuel pump units pole 70 feet after touchdown which sheared off the right wing just outboard of the right landing gear

assembly. The aircraft traveled another 145 feet where it impacted a chain link fence and a wood electric line pole on the right inboard wing and came to a rest. It was determined that the right main gear collapsed and the aircraft nose hit the ground upon impact with the pole. The aircraft was substantially damaged. The pilot acquired minor injuries and the passenger did not report any injuries.

The Pilot-in Command (PIC) was Mr. William F. Roberts, the holder of a Private Pilot Certificate number [REDACTED] with Airplane Single and Multi-Engine Land and an Instrument rating. The PIC reported his last regulatory check ride was completed on 4/19/2018. In addition, the PIC reported total hours in this model aircraft was 29 hours and had 1074 total flight hours. The Passenger was Ms. Roylene Cool. The aircraft was on a Part 91 personal flight with three other Confederate Airforce aircraft for memorial flyovers throughout the area. ICT Air Traffic Control (ATC) was in contact during the flight. The aircraft was the last of the four aircraft to land back at Westport airport. No aircraft or engine discrepancies were reported by the PIC prior to or during the flight until final approach. The pilot reported on final approach that the aircraft engine stopped.

Investigation

On May 28, 2018, at 13:55 CDT, I arrived at the scene of the accident. The aircraft was tipped forward, the engine was on the ground and the tail was in the air. The right wing was missing outboard of the right main landing gear and the right gear had collapsed. The fuel tanks indicators on each wing indicated "E" empty. There was minor damage to the engine propeller to indicate the aircraft engine was not operating. There was no fuel found on the ground. The aircraft recovery crew moved the aircraft away from the fence and pole and leveled the aircraft. Approximately ½ cup of fuel was drained out of the left and right fuel tanks and approximately a teaspoon of fuel was drained out of the engine strainer bowl located downstream of the engine carburetor. This would suggest the engine stoppage was due to lack of fuel.

The flaps were in the down position and all flight controls moved freely. (Though there was no right aileron attached to the aircraft at this time) The fuel selector was selected in the right wing position. There were no findings that would indicate any discrepancies to the aircraft prior to the accident.

Pilot Information

The Pilot-in Command (PIC) airman certificate with appropriate airplane ratings and medical certificate were current.

Fueling Records/Data

A copy of two fuel receipts dated May 23, 2018 was obtained. Receipt No. 6057 and 6058. It was reported by the PIC the aircraft was topped off and full prior to the flight. In addition, it was reported the aircraft's range is a total of 3.5 hours prior with full fuel. However, Westport maintenance indicated this particular aircraft might only fly for 3.2 hours with full

fuel. This particular flight continued 2.9 hours and the flight was at low altitude, high air temperature and gusting winds.

Furthermore, the aircraft did not have a fuel indicator in the cockpit; the indicator was on the wing. It was reported by Westport maintenance and pilots that the indicator is difficult to see during flight.

Weather

5/28/2018 12:00 - Westport Airport, KS - Condition Clear, Temp 91F, Wind 150 15KT G21

Witnesses

None.

Maintenance Records Review

Annual Inspection:	Completed	4/1/2018 ACTT 1374.4
Engine 100 Hour Inspection:	Completed	4/1/2018 ETT 1953.2
ELT Tested FAR 91.207(d):	Completed	4/1/2018
14 CFR Part 91.413 Transponder test:	Completed	10/11/2016

In accordance with the aircraft maintenance records, the aircraft was determined to be in airworthy condition. There were no findings in the aircraft records to indicate past due maintenance or issues.

If further information or documents are obtained, they will be added to the accident file and the FAA Form 8020-23, Accident/Incident Report, will be amended as required.

Richard L. Terrell
Airworthiness Aviation Safety Inspector
Wichita Flight Standards District Office
