

**NATIONAL TRANSPORTATIONS SAFETY BOARD
Office of Aviation Safety
Washington, DC 20594**

SUMMARY OF EXAMINATION

-- CEN20LA016 --

A. ACCIDENT

Location: Springtown, Texas
Date: October 13, 2019
Time: 1215 central daylight time
Aircraft: Piper PA-28R-200 (s/n 28R-7635269), N75139

B. PARTICIPANTS

Timothy Sorensen
Senior Aviation Accident Investigator
National Transportation Safety Board
Denver, Colorado

John Brannen
Senior Aviation Accident Investigator
National Transportation Safety Board
Denver, Colorado

C. ACCIDENT SUMMARY

On October 13, 2019, about 1215 central daylight time, a Piper PA-28R-200 airplane, N75139, was substantially damaged during a forced landing following a loss of engine power near Springtown, Texas. The pilot sustained minor injuries. The airplane was registered to U.S. Aviation Group LLC and operated by U.S. Aviation Academy as a Title 14 *Code of Federal Regulations* Part 91 positioning flight. Visual meteorological conditions prevailed, and the flight was not operated on a flight plan. The flight originated from Kezer Air Ranch Airport (61TE), Springtown, Texas, about 1200 and was destined for Denton Enterprise Airport (DTO), Denton, Texas.

E. DETAILS OF EXAMINATION

The fuel selector was removed by Air Salvage of Dallas personnel and shipped to the NTSB investigator-in-charge (IIC). The examination was conducted on January 15, 2019. At the conclusion of the examination, the fuel selector was shipped back to Air Salvage of Dallas.

Summary of Examination

F. SUMMARY OF EXAMINATION¹

The fuel selector was received in a sealed carton. It appeared intact and undamaged. The fuel line fittings remained installed on the selector. The selector handle was free to rotate, and each position detent was functional and pronounced. Airflow between the respective fuel tank inlets and the engine outlet was unrestricted. In addition, when a vacuum was applied to the unselected fuel tank inlet any airflow was restricted consistent with a properly functioning selector. Airflow was similarly restricted at the engine outlet fitting when the selector was in the "Off" position.

No anomalies with respect to the fuel selector were observed.

----- *End of Summary* -----

¹ Directions related to accident site placement and component damage/deformation are with respect to an intact airframe unless otherwise noted.