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Aviation Safety - Central Region

Date: March 16, 2023

Subject: CEN22LA367

Contact: Rick Stevens, Wichita FSDO

FAA Inspector Rick Steven responded to the accident site and made the following observations:

- The aircraft was located approximately 2500 feet east of the runway at Lloyd Stearman Field (1K1). The aircraft was on its top with the nose pointed in a south easterly direction. The debris field was approximately 150 feet long by about 50 feet wide.
- Almost all of the aircraft's major components were located within the debris field or attached to the aircraft. On scene investigation revealed that the ailerons had continuity to the control yolk. Due to twisting and damage to the empennage, Elevator nor rudder movements could be verified although both were still connected to the aircraft and cable continuity was verified.
- The pilot, Alexander Luinstra (commercial pilot), stated that he was seated in the right front seat and that he was the pilot in command of the flight. Seated in the left front seat was Ethan Josiah Stubbs (private pilot), and seated in the left rear seat was Kami Gail Landwehr (private pilot). No one reported injuries during the accident.
- Mr. Luinstra stated that they had departed Lloyd Stearman Field on runway 17 with an intended destination of Kimberling City Airport, Kimberling City, MO (MO64). After departure they turned to the southeast to start navigation to their destination. At approximately 400 to 500 feet above the ground the occupants

stated that the engine lost power. The PIC stated that when he lost power he attempted to go to full power, and that prop control and mixture control were verified to be in the correct position. The PIC elected to make a left turn to return to the airport. He stated that they were experiencing a significant drop in altitude, and he did not think they would be able to return to the airport. He elected to land in a dirt field to the east of the airport.

- The PIC stated that he attempted to make a soft field landing. At about 200 feet above the ground, he made a slight turn to the left to avoid trees in their line of flight. The aircraft landed in a plowed field. After touchdown the nose wheel fork was torn from the nose gear strut. The nose gear strut was torn from the aircraft firewall. The nose of the aircraft dug into the soft plowed dirt and the aircraft flipped over, traveled approximately 25 feet and then hit on its top. The nose wheel strut landed on the inverted left wing. None of the occupants were injured during the impact.
- Examination of the propeller showed that the engine was not producing power at the time of impact. It was evident that the propeller was rotating at the time of the impact due to rotational marks on the forward side of both propeller blades. One blade was bent back to the aft of the aircraft and the other blade was just bent from impact on the tip of the blade indicating that the blade was bent on impact.
- It was determined that the aircraft had fuel on board. Fuel was leaking from the left wing fuel vent. None of the fuel tanks were damaged or leaking except from the fuel vent.
- The investigation revealed the temperature was approximately 90 degrees (F) and the humidity was approximate 40% at the time of the accident. These conditions were not conducive to carburetor ice forming.

On August 30, 2022, the engine was examined by Earl Long, an A&P Mechanic, along with oversight from Inspector Rick Stevens.

- The engine rotated freely.
- The valves in all 6 cylinders operated properly.
- Both magnetos operated properly.
- The engine fuel bowl and filter were removed and examined, and no foreign material was noted.

- The carburetor finger fuel screen was removed and examined, and no foreign material was noted.
- All cylinders except #6 had good compression.
 - Cylinder #6 was removed, and it was noted that the cylinder walls were scored and that between the 2nd compression ring and the oil control ring that there was some non-ferrous material of unknown origin.
- Throttle, propeller and mixture controls operation was examined, and the controls operated properly.
- Fuel samples were taken from the aircraft fuel bowl, and both wing fuel sumps. No water or contaminants were noted. Approximately 80 gallons of fuel was removed from the aircraft.
- The oil filter was removed, opened and the filter media removed for examination. Although there was quite a bit of carbon build up in the filter, there was no metal present.
- Disassembly of the engine did not detect any anomalies which would have contributed to a loss of engine power.

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