



Federal Aviation Administration Inspector's Report

From: Luke Fetty ASI Wichita FSDO

Date: 01/30/2025

Re: Parsons KS, N719LB Accident Investigation

Overview:

Saturday 12-28-2024 Wichita FSDO ASI Matt Richardson, who was on call for accident duty, was contacted regarding an accident near Parsons KS. A conference call was conducted with the NTSB. Monday 01-03-2025 ASI's Ezra Olson, Karen Morrison (Ops) and Luke Fetty traveled to the accident scene located on a private grass strip airport 39KS South East of Parsons KS.

On Scene Investigation:

On arrival the owner (Troy Brown) of Brown Heating and cooling (which has a building on site with an attached aircraft hangar on the East side) was contacted. Troy was witness to the accident. He reported that he saw the aircraft on a low approach in a left bank when it struck a power line at which time the aircraft nosed into the ground. He thought that he had heard the engine and recalled the prop was spinning prior to impact with power line. No subsequent fire. Emergency services arrived on site and extracted pilot who was transported to KU Medical via air transport service.

Upon arrival to accident site the aircraft was covered with a tarp and was upside down.

Accident sight was on a private grass strip runway 2.9 miles south of Parsons KS east side of US 59. Airstrip is approximately 1400 feet long. Weather was VFR, 55 degrees F. Sunny, winds 7mph, 77% humidity, 10-mile visibility.

There were multiple ground scars leading to main impact crater that were likely prop marks. There were pieces of the composite prop scattered starting at the main point of impact. The prop had broken up in a way that looked like the engine was making power at time of impact.

Various pieces of the aircraft were in the debris area between initial point of contact and final resting place of the aircraft. To include the left aileron, left wing tip, pilots door, and gas cap amongst other small debris. Noted 110 Feet from first ground scar evidence to wreckage as measured from the aft of the rudder.

The aircraft was untarped and photographed. Flight cable continuity was established to the final control surface bell crank. A photo was taken of the LH main tire which showed evidence of contacting the power wire at an approximate angle of 30 degrees. The power line cut through the left-wing structure tearing off the LH aileron in the process.

NTSB's Brady Miller gave verbal conformation to release the wreckage.

In-Office Investigation:

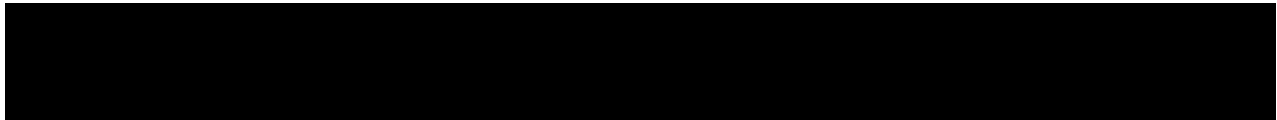
Registration: current

Airworthiness Certificate: Experimental Amateur Built

Pilot: Class 3 current, No enforcement history

Aircraft Records: Unable to retrieve in time required to submit report.

Conclusion:



Attachments: