



Aviation Investigation Final Report

Location:	McCall, Idaho	Accident Number:	WPR19LA120
Date & Time:	April 22, 2019, 20:20 Local	Registration:	N727WW
Aircraft:	Piper PA 18 225 DD	Aircraft Damage:	Substantial
Defining Event:	Unknown or undetermined	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot was descending toward the destination airport after about 1 hour of flight when the engine lost total power. The pilot was unable to restore engine power and the airplane impacted trees about 4 miles from the destination.

During recovery of the airplane, about 1.5 gallons of fuel was found in the right-wing tank. The left-wing tank was void of fuel. The fuel selector was found in the left-tank position. Postaccident examination of the engine following recovery from the accident site revealed no anomalies that would have precluded normal operation. The pilot reported that he departed on the flight with about 14.5 gallons of fuel onboard; however, the amount of fuel onboard at the time of the accident was not determined. The reason for the loss of engine power could not be determined based on the available information.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

A total loss of engine power for reasons that could not be determined based on the available information.

Findings

Not determined	(general) - Unknown/Not determined
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Factual Information

History of Flight

Enroute-cruise	Loss of engine power (total)
Emergency descent	Collision with terr/obj (non-CFIT)
Unknown	Unknown or undetermined (Defining event)

On April 22, 2019, about 2020 mountain daylight time, a Piper PA-18, N727WW, was substantially damaged when it was involved in an accident near McCall, Idaho. The private pilot was not injured. The airplane was operated as a Title 14 Code of Federal Regulations Part 91 personal flight.

The pilot reported that he departed about 1900 with 14.5 gallons of fuel on board. About 10 miles east of the destination, he began a cruise descent for landing at a reduced power setting. Shortly after the power reduction, the engine continued to run but did not respond to throttle input. The pilot began to troubleshoot the issue, but the airplane continued to descend. The pilot stated that he slowed the airplane as much as possible before impacting trees. The airplane came to rest suspended in a tree about 4 miles from the destination airport.

During recovery of the airplane, about 1.5 gallons of fuel was drained from the right fuel tank. There was no fuel drained from the left fuel tank. Both wing fuel tank caps were securely installed. The fuel selector was found in the left tank position.

No fuel was found in the gascolator bowl. Disassembly of the carburetor revealed no anomalies or evidence of contaminants. About 1 tablespoon of clear blue liquid consistent with 100 low lead aviation fuel was drained from the carburetor bowl. The oil filter was cut open and found free of metallic debris. The spark plugs and magnetos displayed no anomalies. Examination of the cylinders with a borescope revealed normal operating signatures.

The atmospheric conditions at the time of the accident were conducive to the development of carburetor icing at glide power settings.

Pilot Information

Certificate:	Private	Age:	79, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	BasicMed None	Last FAA Medical Exam:	May 1, 2018
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 10000 hours (Total, all aircraft), 3000 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N727WW
Model/Series:	PA 18 225 DD No Series	Aircraft Category:	Airplane
Year of Manufacture:	2004	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	PA0204
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	August 30, 2018 Annual	Certified Max Gross Wt.:	2300 lbs
Time Since Last Inspection:	15 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	147 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	O-360-C4P
Registered Owner:		Rated Power:	180 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KMYL, 5023 ft msl	Distance from Accident Site:	4 Nautical Miles
Observation Time:	19:51 Local	Direction from Accident Site:	281°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	260°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.17 inches Hg	Temperature/Dew Point:	13°C / -1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Challis, ID (LLJ)	Type of Flight Plan Filed:	None
Destination:	McCall, ID	Type of Clearance:	None
Departure Time:	19:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	McCall Muni MYL	Runway Surface Type:	
Airport Elevation:	5024 ft msl	Runway Surface Condition:	Unknown
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	44.881111,-116.003608(est)

Administrative Information

Investigator In Charge (IIC):	Cornejo, Tealeye		
Additional Participating Persons:	Jack Pahlis; Federal Aviation Administration; Boise, ID		
Original Publish Date:	May 19, 2022	Investigation Class:	3
Note:	The NTSB did not travel to the scene of this accident.		
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=99316		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).