



Aviation Investigation Final Report

Location:	Milton, Louisiana	Accident Number:	CEN19LA130
Date & Time:	March 21, 2019, 11:50 Local	Registration:	N13FM
Aircraft:	Cessna L19	Aircraft Damage:	Substantial
Defining Event:	Loss of engine power (partial)	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

While in cruise flight, the airplane's engine began to run rough before the engine lost power. The pilot performed a forced landing during which the airplane impacted trees, resulting in substantial damage to the wing spar. Fuel was found onboard the airplane, and examination of the engine revealed no anomalies that would have precluded normal operation. The pilot reported that he did not apply carburetor heat following the loss of engine power. The atmospheric conditions present at the time of the accident were conducive to the development of serious icing at glide power; however, the engine was being operated at a cruise power setting when the loss of power occurred.

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

Findings

Aircraft	(general) - Unknown/Not determined
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Factual Information

History of Flight

Maneuvering	Loss of engine power (partial) (Defining event)
Landing-flare/touchdown	Off-field or emergency landing

On March 21, 2019, about 1150 central daylight time, a Cessna L-19E airplane, N13FM, was substantially damaged when it was involved with an accident near Milton, *Louisiana*. *The 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 was in cruise flight at 1,200 ft above ground level when the engine began to run rough. The pilot added that he changed fuel tanks using the fuel selector and turned on the fuel pump. The engine lost power shortly thereafter, and the pilot performed a forced landing, during which the airplane impacted trees, resulting in substantial damage to the wing spar.

17 gallons of fuel were drained from the airplane and fuel was found in the fuel lines. Examination of the engine by the responding Federal Aviation Administration inspector did not reveal any anomalies.

A review of the Carburetor Icing Probability Chart located in the FAA's Special Airworthiness Information Bulletin CE-09-35, Carburetor Icing Prevention, indicated that the atmospheric conditions were conducive to the development of serious icing at glide power. The pilot stated that he did not apply carburetor heat following the loss of engine power.

Pilot Information

Certificate:	Commercial	Age:	87, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Unknown	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	October 1, 2017
Flight Time:	5393 hours (Total, all aircraft), 400 hours (Total, this make and model), 15 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N13FM
Model/Series:	L19 E	Aircraft Category:	Airplane
Year of Manufacture:	1957	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	24590
Landing Gear Type:	Tailwheel	Seats:	
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:		Engine Model/Series:	O-470-15
Registered Owner:		Rated Power:	213 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:	KLFT, 42 ft msl	Distance from Accident Site:	8 Nautical Miles
Observation Time:	11:53 Local	Direction from Accident Site:	35°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	320°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.19 inches Hg	Temperature/Dew Point:	21°C / 4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	New Iberia, LA	Type of Flight Plan Filed:	None
Destination:	Basile, LA	Type of Clearance:	VFR
Departure Time:		Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	30.093334,-92.076942(est)

Administrative Information

Investigator In Charge (IIC):	Aguilera, Jason		
Additional Participating Persons:	Michael Barrow; FAA FSDO; Baton Rouge, LA		
Original Publish Date:	October 20, 2021	Investigation Class:	3
Note:	The NTSB did not travel to the scene of this accident.		
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=99332		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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](#).