



Aviation Investigation Final Report

Location:	Lee's Summit, Missouri	Accident Number:	CEN23LA294
Date & Time:	July 7, 2023, 20:30 Local	Registration:	N201ZM
Aircraft:	PIPISTREL LSA S R L ALPHA TRAINER	Aircraft Damage:	Substantial
Defining Event:	Fire/smoke (non-impact)	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

After completion of a local flight, the pilot landed and exited the runway. Shortly after exiting the runway the airplane's engine stopped running. The pilot attempted to restart the engine, which was unsuccessful, and he noticed smoke. The pilot and passenger exited the airplane and a fire ensued that damaged the forward fuselage and firewall. Postaccident examination of the airplane indicated that the fire was concentrated in an area near the left carburetor. Examination of the carburetor did not reveal any anomalies; however, the extent of the fire damage precluded determination of the source of the fire.

Probable Cause and Findings

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

An engine fire after landing for reasons that could not be determined.

Findings

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

History of Flight

Landing-landing roll	Fire/smoke (non-impact) (Defining event)
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Pilot Information

Certificate:	Airline transport; Flight instructor	Age:	76, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Glider	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	
Medical Certification:	BasicMed Without waivers/limitations	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	November 18, 2022
Flight Time:	8750 hours (Total, all aircraft), 8 hours (Total, this make and model), 7565 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPISTREL LSA S R L	Registration:	N201ZM
Model/Series:	ALPHA TRAINER	Aircraft Category:	Airplane
Year of Manufacture:	2018	Amateur Built:	
Airworthiness Certificate:	Special light-sport (Special)	Serial Number:	913 AT 912 LSA
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	March 25, 2023 Annual	Certified Max Gross Wt.:	1213 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	436 Hrs at time of accident	Engine Manufacturer:	Rotax
ELT:	Installed, not activated	Engine Model/Series:	912ULS
Registered Owner:	SUMMIT FLIGHT ACADEMY LLC	Rated Power:	100 Horsepower
Operator:	SUMMIT FLIGHT ACADEMY LLC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KLXT	Distance from Accident Site:	0 Nautical Miles
Observation Time:	20:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.85 inches Hg	Temperature/Dew Point:	23°C / 19°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Lee's Summit, MO	Type of Flight Plan Filed:	None
Destination:	Lee's Summit, MO	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	LEE'S SUMMIT MUNI LXT	Runway Surface Type:	Concrete
Airport Elevation:	1004 ft msl	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	5501 ft / 100 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	On-ground
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	38.959097,-94.371895

Administrative Information

Investigator In Charge (IIC):	Brannen, John
Additional Participating Persons:	David Wood; FAA FSDO; Kansas City , MO
Original Publish Date:	February 20, 2024
Last Revision Date:	February 22, 2024
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=192601

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).