



National Transportation Safety Board Aviation Accident Final Report

Location:	BROOKSVILLE, FL	Accident Number:	ATL97LA015
Date & Time:	11/01/1996, 1745 EST	Registration:	N81435
Aircraft:	Piper PA-28-161	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

The aircraft owner reported that the student pilot was conducting traffic pattern training when he experienced a total loss of engine power while on final approach. The student pilot reported that he completed the before landing check that included the application of carburetor heat. After he turned on to the final approach leg the student pilot noticed that the engine had quit. During the forced landing roll the airplane collided with two parked vehicles. The examination of the aircraft at the accident site failed to disclose a mechanical problem. A subsequent functional check of the engine disclosed that it operated normally throughout all power ranges. Weather conditions were favorable for the formation of carburetor ice.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The loss of engine power for undetermined reasons.

Findings

Occurrence #1: LOSS OF ENGINE POWER

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED
2. WEATHER CONDITION - CARBURETOR ICING CONDITIONS

Occurrence #2: FORCED LANDING

Phase of Operation: EMERGENCY DESCENT/LANDING

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ROLL

Findings

3. OBJECT - VEHICLE

Factual Information

On November 1, 1996, at 1745 eastern standard time, a Piper PA-28-161, N81435, collided with two travel trailers in a secure lot east of the Hernando County Airport in Brooksville, Florida. The instructional flight operated under the provisions of Title 14 CFR Part 91 with no flight plan filed. Visual weather conditions prevailed at the time of the accident. The airplane sustained substantial damage, and the student pilot was not injured. The flight departed Brooksville, at 1730.

The aircraft owner reported that the student pilot was conducting traffic pattern training when he experienced a total loss of engine power while on final approach to runway 27. The student pilot reported that he completed the before landing check, that included the application of carburetor heat. After the student pilot turned on to the final approach leg, he noticed that the engine had quit. The student pilot selected an area near the airport and attempted a forced landing. During the forced landing roll out, the airplane collided with two parked vehicles.

The examination of the aircraft at the accident site failed to disclose a mechanical problem. A subsequent functional check of the engine disclosed that it operated normally throughout all power ranges. This check was repeated with the same results. A review of the weather data disclosed that conditions were favorable for the formation of carburetor icing.

Pilot Information

Certificate:	Student	Age:	33, Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	07/26/1995
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	157 hours (Total, all aircraft), 3 hours (Total, this make and model), 24 hours (Pilot In Command, all aircraft), 24 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N81435
Model/Series:	PA-28-161 PA-28-161	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	28-8016363
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	07/01/1996, Annual	Certified Max Gross Wt.:	2325 lbs
Time Since Last Inspection:	100 Hours	Engines:	1 Reciprocating
Airframe Total Time:	7063 Hours	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-360-D3G
Registered Owner:	AEROTEC INC.,	Rated Power:	160 hp
Operator:	DONALD G. PEARSON	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	BKV, 78 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	1656 EST	Direction from Accident Site:	360°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	280°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	24° C / 21° C
Precipitation and Obscuration:			
Departure Point:	(BKV)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1730 EST	Type of Airspace:	Class G

Airport Information

Airport:	HERNANDO COUNTY AIRPORT (BKV)	Runway Surface Type:	Concrete
Airport Elevation:	72 ft	Runway Surface Condition:	Dry
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	7000 ft / 50 ft	VFR Approach/Landing:	Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	PHILLIP POWELL	Report Date:	03/31/1998
Additional Participating Persons:	ERNEST WILSON; ORLANDO, FL		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.ntsbt.gov/pubdms/ .		

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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](#).