



National Transportation Safety Board Aviation Accident Final Report

Location:	VALKARIA, FL	Accident Number:	MIA97LA078
Date & Time:	02/01/1997, 1226 EST	Registration:	N525V
Aircraft:	RICHARDS VELOCITY 173 RG	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

The pilot stated that the engine lost power while maneuvering. According to the pilot's statement, 'everything was operating normal, 2500 RPM, 155 knots...2,000 [feet] MSL.' He then turned north and 'the engine quit abruptly...no sputtering or gradual loss of RPM.' He attempted a force landing at a nearby airport 'in hopes of deadsticking [sic] it onto the runway.' The flight landed about 1/2 mile short of runway 14, and impacted into palmettos and pine trees. The airplane's engine was examined and run. The examination and engine run did not reveal any discrepancies.

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 undetermined reasons.

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: MANEUVERING

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: FORCED LANDING
Phase of Operation: EMERGENCY DESCENT/LANDING

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: EMERGENCY DESCENT/LANDING

Findings

2. OBJECT - TREE(S)

Factual Information

On February 1, 1997, about 1226 eastern standard time, a homebuilt, Velocity 173 RG, N525V, registered to a private owner, was substantially damaged during a forced landing, near Valkaria, Florida. The private-rated pilot was not injured. Visual meteorological conditions (VMC) prevailed in the vicinity, and no flight plan had been filed. The local personal flight was being conducted in accordance with Title 14 CFR Part 91.

While maneuvering, the pilot stated the airplane's engine lost power. The pilot attempted a forced landing back to the airport, and struck trees about 1/2 mile short of the runway.

According to the pilot's statement, after departure he turned towards a practice area near Valkaria Airport. He stated that, "everything was operating normal, 2500 RPM, 155 knots...2,000 [feet] MSL." He then turned north and contacted the ATC Tower at Melbourne Airport that he was inbound for landing, when "immediately the engine quit abruptly...no sputtering or gradual loss of RPM." He turned the airplane back towards Valkaria Airport, "in hopes of deadsticking [sic] it onto the runway." The flight landed short of runway 14, and impacted into palmettos and pine trees.

The engine from N525V was examined and run at a private hangar at the Melbourne Airport, under the supervision of the FAA, on February 12, 1997. The examination and engine run did not reveal any discrepancies.

Pilot Information

Certificate:	Private	Age:	62, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	02/01/1995
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	956 hours (Total, all aircraft), 81 hours (Total, this make and model), 768 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	RICHARDS	Registration:	N525V
Model/Series:	VELOCITY 173 RG VELOCITY 1	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:		Serial Number:	DMO248
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	03/08/1996, Annual	Certified Max Gross Wt.:	2400 lbs
Time Since Last Inspection:	64 Hours	Engines:	1 Reciprocating
Airframe Total Time:	128 Hours	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-360-A3B6D
Registered Owner:	WILLIAM A. RICHARDS	Rated Power:	200 hp
Operator:	WILLIAM A. RICHARDS	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MLB, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1250 EST	Direction from Accident Site:	0°
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:	20°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	21° C / 1° C
Precipitation and Obscuration:			
Departure Point:	MELBOURNE, FL (MBL)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1150 EST	Type of Airspace:	

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): ALAN J YURMAN **Report Date:** 08/25/1997

Additional Participating Persons: FRANK RIOS; 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.nts.gov/pubdms/>.

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](#).