



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	CAPE CORAL, FL	<b>Accident Number:</b>	MIA97LA224
<b>Date &amp; Time:</b>	08/01/1997, 0802 EDT	<b>Registration:</b>	N93011
<b>Aircraft:</b>	Cessna 152	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 None

**Flight Conducted Under:** Part 91: General Aviation - Instructional

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## Analysis

The pilot was in cruise flight between 1,000 feet to 1,200 feet when he experienced a partial loss of engine power followed by a total loss of engine power. He made a forced landing to the only available forced landing area which was unsuitable. The airplane collided with wires and terrain and a postcrash fire ensued. Examination of the airframe and flight controls revealed no evidence of a precrash mechanical failure or malfunction. Disassembly of the engine assembly revealed no precrash anomalies or discrepancies that would indicate the engine was not capable of running and producing power before the accident.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Loss of engine power for undetermined reasons resulting in a forced landing to unsuitable terrain.

## Findings

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

### Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED  
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Occurrence #2: FORCED LANDING  
Phase of Operation: EMERGENCY DESCENT/LANDING  
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Occurrence #3: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: EMERGENCY DESCENT/LANDING

### Findings

2. (F) TERRAIN CONDITION - NONE SUITABLE  
3. OBJECT - WIRE, TRANSMISSION

## Factual Information

On August 1, 1997, about 0802 eastern daylight time, a Cessna 152, N93011, registered to Alternative Flying Club Inc., operated by Fort Myers Airways, as a 14 CFR Part 91 instructional flight, experienced a reported loss of engine power in cruise flight, and crashed during a forced landing in the vicinity of Cape Coral, Florida. Visual meteorological conditions prevailed and no flight plan was filed. The airplane was destroyed by a postcrash fire. The student pilot reported no injuries. The flight originated from Page Field, Fort Myers, Florida, about 42 minutes before the accident.

According to personnel on duty at Page Field Control Tower N93011 departed from runway 5 at about 0720. At about 0801, the pilot informed them that he was 5 miles south of the airport and seemed to be losing power. The tower operator asked the pilot to ident on the transponder, and asked what was the nature of his emergency. The pilot stated he was losing power and altitude. The pilot was instructed to proceed direct to the airport and asked to verify that he did not have an instructor pilot on board the airplane. The pilot stated at 0801:59, "I dont have an instructor, " followed by " 011 I dont know." There was no other recorded conversation with the pilot.

Examination of the airframe and flight control system revealed no evidence of a precrash mechanical failure or malfunction. Continuity of the flight control system was confirmed for pitch, roll, and yaw.

The engine assembly was shipped to the engine manufacture for further examination in the presence of the FAA. Textron Lycoming concluded that, "The engine disassembly did not reveal any precrash anomalies or discrepancies that would indicate that this engine was not capable of running and producing power prior to the accident." For additional information see Textron Lycoming Accident Investigation Engine Disassembly Report.

The engine assembly and accessories were released to Mr. Donald Carter, President, Alternate Flying Club Inc., on September 30, 1997.

## Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	62, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	03/03/1997
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	24 hours (Total, all aircraft), 24 hours (Total, this make and model), 20 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N93011
Model/Series:	152 152	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Utility	Serial Number:	15285376
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	02/07/1997, Annual	Certified Max Gross Wt.:	1670 lbs
Time Since Last Inspection:	450 Hours	Engines:	1 Reciprocating
Airframe Total Time:	7816 Hours	Engine Manufacturer:	Lycoming
ELT:	Installed	Engine Model/Series:	O-235-L2C
Registered Owner:	ALTERNATE FLYING CLUB INC.	Rated Power:	110 hp
Operator:	FORT MYERS AIRWAYS	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	FMY, 18 ft msl	Distance from Accident Site:	5 Nautical Miles
Observation Time:	0808 EDT	Direction from Accident Site:	360°
Lowest Cloud Condition:	Scattered / 3000 ft agl	Visibility	15 Miles
Lowest Ceiling:	Broken / 20000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	110°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	27°C / 26°C
Precipitation and Obscuration:			
Departure Point:	FORT MYERS, FL (FMY)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0720 EDT	Type of Airspace:	Class D

## Wreckage and Impact Information

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

## Administrative Information

**Investigator In Charge (IIC):** CARROL A SMITH **Report Date:** 04/10/1998

**Additional Participating Persons:** MICHAEL E CONLEY; ORLANDO, FL  
JAMES F BROWN; WILLIAMSPORT, PA

**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](mailto:pubinq@ntsb.gov), or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.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](#).