



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	TITUSVILLE, FL	<b>Accident Number:</b>	MIA93LA042
<b>Date &amp; Time:</b>	01/01/1993, 1850 EST	<b>Registration:</b>	N82542
<b>Aircraft:</b>	PIPER PA-32R-301	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor, 1 None

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

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## Analysis

AFTER TAKEOFF FOLLOWING THE THIRD TOUCH & GO LANDING ON RWY 36, DURING THE DOWNWIND LEG WHERE THE FLT WAS ABOUT 1 MILE WEST OF THE DEPARTURE RWY, THE STUDENT ADVISED THE CFI THAT HE SMELLED SOMETHING BURNING & THAT THE ENG WASN'T PRODUCING POWER. THE CFI ADVANCED & RETARDED THE THROTTLE & OBSERVED THAT THE MANIFOLD PRESSURE NEEDLE MOVEMENT FOLLOWED THE THROTTLE MOVEMENT, THEN GAVE CONTROL OF THE ACFT BACK TO THE STUDENT. THE STUDENT AGAIN STATED THAT THE ENG WASN'T PRODUCING POWER & THE CFI TOOK CONTROL, TURNED TO THE EAST TO LAND ON A TAXIWAY, & LANDED HARD SHORT OF THE TAXIWAY. FUEL QUANTITY WAS SUFFICIENT TO SUSTAIN ENG OPERATION & THE FUEL SUPPLY DID NOT CONTAIN CONTAMINANTS. THE ENG WAS STARTED AFTER THE ACCIDENT & OPERATED ONLY TO 1,500 RPM DUE TO DAMAGE TO THE PROPELLER ASSY. THE ENG WAS THEN SENT TO THE MANUFACTURER'S FACILITY OPERATED WITH THE ONLY DISCREPANCY NOTED THAT THE FUEL FLOW AT 80 PPH WAS 9 PPH LEANER THAN SPECIFICATION. NO DETERMINATION COULD BE MADE AS TO THE REASON FOR THE LOSS OF ENG POWER.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: LOSS OF ENGINE POWER DURING THE DOWNWIND LEG FOR UNDETERMINED REASONS, POOR IN-FLIGHT PLANNING/DECISION BY THE DUAL STUDENT, AND INADEQUATE SUPERVISION BY THE PILOT-IN-COMMAND (CFI).

## Findings

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Occurrence #1: LOSS OF ENGINE POWER

Phase of Operation: APPROACH - VFR PATTERN - DOWNWIND

Findings

1. (C) IN-FLIGHT PLANNING/DECISION - POOR - DUAL STUDENT
2. (C) SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
3. (C) REASON FOR OCCURRENCE UNDETERMINED

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Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

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Occurrence #3: HARD LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Instructor; Commercial	<b>Age:</b>	44, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane Single-engine; Instrument Airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	01/22/1992
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	2950 hours (Total, all aircraft), 47 hours (Total, this make and model), 960 hours (Pilot In Command, all aircraft), 41 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N82542
<b>Model/Series:</b>	PA-32R-301 PA-32R-301	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	32R-8213059
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	12/15/1992, 100 Hour	<b>Certified Max Gross Wt.:</b>	3600 lbs
<b>Time Since Last Inspection:</b>	20 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	4323 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	IO-540-K1G5D
<b>Registered Owner:</b>	PATRICK AFB AERO CLUB	<b>Rated Power:</b>	300 hp
<b>Operator:</b>	PATRICK AFB AERO CLUB	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	TIX, 35 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	1850 EST	Direction from Accident Site:	360°
Lowest Cloud Condition:	Scattered / 20000 ft agl	Visibility	7 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	21 °C
Precipitation and Obscuration:			
Departure Point:	(TIX)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1835 EST	Type of Airspace:	Class D

## Airport Information

Airport:	SPACE CENTER EXECUTIVE (TIX)	Runway Surface Type:	Asphalt
Airport Elevation:	35 ft	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	
Runway Length/Width:	6001 ft / 150 ft	VFR Approach/Landing:	Forced Landing

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	TIMOTHY W MONVILLE	Report Date:	02/10/1994
Additional Participating Persons:	DUANE KINCAID; ORLANDO, FL		
Publish Date:			
Investigation Docket:	NTSB accident and incident docket 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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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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](#).