



National Transportation Safety Board Aviation Accident Data Summary

Location:	TITUSVILLE, FL	Accident Number:	MIA93LA042
Date & Time:	01/01/1993, 1850 EST	Registration:	N82542
Aircraft:	PIPER PA-32R-301	Injuries:	1 Minor, 1 None
Flight Conducted Under:	Part 91: General Aviation - Instructional		

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

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

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

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

Occurrence #3: HARD LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	44
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Single-engine; Instrument Airplane
Flight Time:	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

Aircraft Make:	PIPER	Registration:	N82542
Model/Series:	PA-32R-301 PA-32R-301	Engines:	1 Reciprocating
Operator:	PATRICK AFB AERO CLUB	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	IO-540-K1G5D
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	TIX, 35 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	10 knots / , 360°
Temperature:	21 °C	Visibility	7 Miles
Precipitation and Obscuration:			
Departure Point:	(TIX)	Destination:	

Airport Information

Airport:	SPACE CENTER EXECUTIVE (TIX)	Runway Surface Type:	Asphalt
Runway Used:	36	Runway Surface Condition:	Dry
Runway Length/Width:	6001 ft / 150 ft		

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): TIMOTHY W MONVILLE

Adopted Date: 02/10/1994

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/>.

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