



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	BROOKSVILLE, FL	<b>Accident Number:</b>	MIA90LA075
<b>Date &amp; Time:</b>	03/02/1990, 1350 EST	<b>Registration:</b>	N16CS
<b>Aircraft:</b>	ZIMMERMAN VARIEZE	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 Minor

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

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## Analysis

THE PLT STATED THE FUEL TANKS WERE TOPPED OFF 4 DAYS BEFORE THE ACCIDENT & THE ACFT WAS HANGARED & NOT FLOWN UNTIL A 45 MINUTE FLT EARLIER THAT DAY. BEFORE DEPARTING ON THE RETURN FLT, HE PERFORMED A PREFLT INSPN & ENG RUN-UP OF THE ACFT & NOTED NO CONTAMINANTS IN THE FUEL SYSTEM OR ENG MALFUNCTION. SHORTLY AFTER TAKEOFF AT AN ALT OF 300 FT, THE ENG BEGAN TO RUN ROUGH, THEN QUIT. DURING A FORCED LANDING, THE ACFT NOSED OVER AFTER TOUCHING DOWN IN A FIELD. ONE OF THE FUEL TANKS WAS DAMAGED, BUT THERE WAS NO FIRE. THE OTHER FUEL TANK WAS CHECKED FOR CONTAMINATION, NONE WAS FOUND. EXAM OF THE ENG REVEALED NO EVIDENCE OF CATASTROPHIC FAILURE OR MALFUNCTION. THE REPORTED TEMP WAS 77 & THE DEW POINT 62, WHICH WAS IN THE 'SERIOUS ICING-GLIDE POWER' RANGE OF THE CARB ICING PROBABILITY CHART.

## 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 DURING THE INITIAL CLIMB SHORTLY AFTER TAKEOFF.

## Findings

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Occurrence #1: LOSS OF ENGINE POWER  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED
2. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
3. CARBURETOR HEAT - NOT USED - PILOT IN COMMAND

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

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Occurrence #3: NOSE OVER  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

4. UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - ENCOUNTERED - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	22, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Front
<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>	01/10/1989
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	257 hours (Total, all aircraft), 33 hours (Total, this make and model), 179 hours (Pilot In Command, all aircraft), 13 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	ZIMMERMAN	<b>Registration:</b>	N16CS
<b>Model/Series:</b>	VARIEZE VARIEZE	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>	Experimental	<b>Serial Number:</b>	2078
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	09/08/1989, Annual	<b>Certified Max Gross Wt.:</b>	1050 lbs
<b>Time Since Last Inspection:</b>	108 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	480 Hours	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-200-A
<b>Registered Owner:</b>	CULPEPPER, DAVID G	<b>Rated Power:</b>	100 hp
<b>Operator:</b>	CULPEPPER, DAVID G.	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	TPA, 27 ft msl	Distance from Accident Site:	30 Nautical Miles
Observation Time:	1350 EST	Direction from Accident Site:	188°
Lowest Cloud Condition:	Scattered / 3900 ft agl	Visibility	15 Miles
Lowest Ceiling:	Overcast / 23000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	25° C / 17° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:	SANFORD, FL (SFB)	Type of Clearance:	None
Departure Time:	1350 EST	Type of Airspace:	Class G

## Airport Information

Airport:	HORNANDO COUNTY (BKV)	Runway Surface Type:	Dirt
Airport Elevation:	76 ft	Runway Surface Condition:	Soft
Runway Used:	20	IFR Approach:	None
Runway Length/Width:	5000 ft / 150 ft	VFR Approach/Landing:	None

## Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	TIMOTHY W MONVILLE	Report Date:	09/04/1992
Additional Participating Persons:			
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 <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](#).