



National Transportation Safety Board Aviation Accident Data Summary

Location:	BROOKSVILLE, FL	Accident Number:	MIA90LA075
Date & Time:	03/02/1990, 1350 EST	Registration:	N16CS
Aircraft:	ZIMMERMAN VARIEZE	Injuries:	2 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

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

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

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

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

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

Findings

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

Pilot Information

Certificate:	Private	Age:	22
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	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

Aircraft Make:	ZIMMERMAN	Registration:	N16CS
Model/Series:	VARIEZE VARIEZE	Engines:	1 Reciprocating
Operator:	CULPEPPER, DAVID G.	Engine Manufacturer:	CONTINENTAL
Operating Certificate(s) Held:	None	Engine Model/Series:	O-200-A
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	TPA, 27 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Overcast / 23000 ft agl	Wind Speed/Gusts, Direction:	10 knots / , 200°
Temperature:	25° C	Visibility	15 Miles
Precipitation and Obscuration:			
Departure Point:	Destination: SANFORD, FL (SFB)		

Airport Information

Airport:	HORNANDO COUNTY (BKV)	Runway Surface Type:	Dirt
Runway Used:	20	Runway Surface Condition:	Soft
Runway Length/Width:	5000 ft / 150 ft		

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): TIMOTHY W MONVILLE

Adopted Date: 09/04/1992

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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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.