



National Transportation Safety Board Aviation Accident Final Report

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|-------------------------|----------------------|-------------------------|-------------|
| Location: | OPA LOCKA, FL | Accident Number: | MIA91LA002 |
| Date & Time: | 10/02/1990, 1604 EDT | Registration: | N66945 |
| Aircraft: | CESSNA 152 | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 2 None |

Flight Conducted Under: Part 91: General Aviation -

Analysis

THE PILOT SAID THE ENGINE BEGAN LOSING POWER DURING THE LANDING APPROACH. DURING THE FORCED LANDING IN A FIELD, THE AIRCRAFT NOSED OVER. NO MECHANICAL FAILURE WAS FOUND DURING THE ENGINE EXAMINATION.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: PARTIAL LOSS OF ENGINE POWER FOR UNDETERMINED REASONS RESULTING IN A FORCED LANDING.

Findings

Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - NONMECHANICAL
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

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

Occurrence #3: NOSE OVER
Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

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|----------------------------------|--|--|----------------------------|
| Certificate: | Airline Transport | Age: | 38, Male |
| Airplane Rating(s): | Multi-engine Land; Single-engine Land | Seat Occupied: | Unknown |
| Other Aircraft Rating(s): | None | Restraint Used: | Seatbelt, Shoulder harness |
| Instrument Rating(s): | Airplane | Second Pilot Present: | Yes |
| Instructor Rating(s): | | Toxicology Performed: | No |
| Medical Certification: | Class 1 Valid Medical--no waivers/lim. | Last FAA Medical Exam: | 12/16/1988 |
| Occupational Pilot: | | Last Flight Review or Equivalent: | |
| Flight Time: | 6257 hours (Total, all aircraft), 1200 hours (Total, this make and model), 5829 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 21 hours (Last 30 days, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|-------------------------------|---------------------------------------|-----------------|
| Aircraft Make: | CESSNA | Registration: | N66945 |
| Model/Series: | 152 152 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | No |
| Airworthiness Certificate: | | Serial Number: | 15281680 |
| Landing Gear Type: | Tricycle | Seats: | 2 |
| Date/Type of Last Inspection: | Unknown | Certified Max Gross Wt.: | 1670 lbs |
| Time Since Last Inspection: | 0 Hours | Engines: | 1 Reciprocating |
| Airframe Total Time: | | Engine Manufacturer: | LYCOMING |
| ELT: | Installed, not activated | Engine Model/Series: | O-235-L2C |
| Registered Owner: | WAYMAN AVIATION SERVICE, INC. | Rated Power: | 110 hp |
| Operator: | WAYMAN AVIATION SERVICE, INC. | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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|----------------------------------|-------------------------|---|------------------|
| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Day |
| Observation Facility, Elevation: | OPF, 9 ft msl | Distance from Accident Site: | 3 Nautical Miles |
| Observation Time: | 1605 EDT | Direction from Accident Site: | 90° |
| Lowest Cloud Condition: | Scattered / 2500 ft agl | Visibility | 12 Miles |
| Lowest Ceiling: | Broken / 25000 ft agl | Visibility (RVR): | 0 ft |
| Wind Speed/Gusts: | 10 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 100° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | | Temperature/Dew Point: | -18°C / -18°C |
| Precipitation and Obscuration: | | | |
| Departure Point: | | Type of Flight Plan Filed: | None |
| Destination: | | Type of Clearance: | None |
| Departure Time: | 1550 EDT | Type of Airspace: | |

Wreckage and Impact Information

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

Administrative Information

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|-----------------------------------|--|--------------|------------|
| Investigator In Charge (IIC): | TIMOTHY W MONVILLE | Report Date: | 12/08/1992 |
| 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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ . | | |

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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](#).