



National Transportation Safety Board Aviation Accident Final Report

Location:	LAKELAND, FL	Accident Number:	MIA88LA263
Date & Time:	09/01/1988, 0652 EDT	Registration:	HBPLH
Aircraft:	PIPER PA-28-181	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor
Flight Conducted Under:	Part 91: General Aviation - Ferry		

Analysis

WHILE ON A FERRY FLT SHORTLY AFTER TAKEOFF THE PLT REPORTED THAT THE ENG SLOWLY BEGAN TO LOSE POWER. HE THEN ATTEMPTED TO LAND ON ANOTHER RWY BUT LOST CONTROL OF THE ACFT & CRASHED SHORT. AN ENG RUN WAS ACCOMPLISHED WHICH REVEALED NO EVIDENCE OF PRE-IMPACT FAILURE OR MALFUNCTION. WEATHER CONDITIONS WERE CONDUCIVE TO THE FORMATION OF CARBURETOR ICE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

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

Findings

1. (F) WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. (C) CARBURETOR HEAT - NOT USED - PILOT IN COMMAND

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

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

3. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	49, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	05/04/1988
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	11925 hours (Total, all aircraft), 829 hours (Total, this make and model), 11553 hours (Pilot In Command, all aircraft), 350 hours (Last 90 days, all aircraft), 97 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	HBPLH
Model/Series:	PA-28-181 PA-28-181	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Special Flight	Serial Number:	2890078
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:	7 Hours	Engines:	1 Reciprocating
Airframe Total Time:	7 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-360-A4M
Registered Owner:	AERO LEASING	Rated Power:	180 hp
Operator:	GLOBE AERO, LTD.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dawn
Observation Facility, Elevation:	LAL, 142 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0654 EDT	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	9 Miles
Lowest Ceiling:	Broken / 20000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	110°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	24° C / 22° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	VFR
Destination:	BANGOR, ME (BGR)	Type of Clearance:	None
Departure Time:	0651 EDT	Type of Airspace:	Class G

Airport Information

Airport:	LAKEWOOD MUNICIPAL (LAL)	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	TIMOTHY W MONVILLE	Report Date:	08/08/1989
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 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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).