



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Westerly, RI	<b>Accident Number:</b>	NYC03LA060
<b>Date &amp; Time:</b>	03/01/2003, 1455 EST	<b>Registration:</b>	N8547N
<b>Aircraft:</b>	Piper PA-28-235	<b>Injuries:</b>	2 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

The pilot and pilot rated passenger departed with the fuel tanks half-full. They alternated flying duties while performing touch-and-go landings. After three landings, the pilot positioned the fuel selector from the left main fuel tank to the right main fuel tank. During the sixth approach, the pilot rated passenger was manipulating the controls. While turning onto final approach, the pilot rated passenger reduced the throttle to idle and turned the carburetor heat off. While on an approximate 1/2-mile final leg, the airplane flew below the glidepath and drifted to the right. At the time, the pilot was looking out the left side and to the rear of the airplane. The pilot rated passenger input throttle control to correct the descent rate, but the engine did not respond. The pilot rated passenger alerted the pilot to the problem, and the pilot took control of the airplane. He attempted a restart procedure, which included positioning the fuel selector to the left main fuel tank, verifying that the fuel pump was on, and cycling the ignition and throttle. The engine did not restart and the pilot subsequently performed a forced landing into trees about 500 feet short of the runway. The pilot rated passenger reported that his biannual flight review was expired, he had no flight experience within the preceding 12 months, and no flight experience in the make and model accident airplane. Examination of the wreckage by a Federal Aviation Administration inspector did not reveal any pre-impact mechanical malfunctions. The inspector stated that there was fuel in both main fuel tanks, the fuel selector, and the carburetor bowl. Review of FAA-H-8083-3, Airplane Flying Handbook, revealed: "The ability to estimate the distance an airplane will glide to a landing is the real basis of all power-off accuracy approaches and landings. This will largely determine the amount of maneuvering that may be done from a given altitude. In addition to the ability to estimate distance, it requires the ability to maintain the proper glide while maneuvering the airplane."

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot-in-command's delayed remedial action when the airplane flew below the glidepath, and a total loss of engine power for undetermined reasons.

## Findings

Occurrence #1: MISCELLANEOUS/OTHER  
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

### Findings

1. PROPER GLIDEPATH - NOT MAINTAINED - PILOT PASSENGER
2. LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT - PILOT PASSENGER
3. (C) REMEDIAL ACTION - DELAYED - PILOT IN COMMAND

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Occurrence #2: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL  
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

4. (C) REASON FOR OCCURRENCE UNDETERMINED

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Occurrence #3: FORCED LANDING  
Phase of Operation: DESCENT - EMERGENCY

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Occurrence #4: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: EMERGENCY LANDING

Findings

5. OBJECT - TREE(S)

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	58
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	300 hours (Total, all aircraft), 153 hours (Total, this make and model), 162 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft)		

## Co-Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	54
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	1000 hours (Total, all aircraft), 15 hours (Total, this make and model), 1000 hours (Pilot In Command, all aircraft), 0 hours (Last 90 days, all aircraft), 0 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N8547N
<b>Model/Series:</b>	PA-28-235	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	Reynaldo Texidor	<b>Engine Manufacturer:</b>	Lycoming
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	IO-540
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	WST, 81 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Overcast / 5000 ft agl	Wind Speed/Gusts, Direction:	8 knots / , 200°
Temperature:	3°C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	Westerly, RI (WST)	Destination:	(WST)

## Airport Information

Airport:	Westerly State Airport (WST)	Runway Surface Type:	Asphalt
Runway Used:	25	Runway Surface Condition:	Dry
Runway Length/Width:	4010 ft / 100 ft		

## Wreckage and Impact Information

Crew Injuries:	2 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:	41.349444, -71.803333		

## Administrative Information

Investigator In Charge (IIC):	Robert J Gretz	Adopted Date:	02/05/2004
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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