



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Palm City, FL	<b>Accident Number:</b>	MIA06LA078
<b>Date &amp; Time:</b>	04/02/2006, 1823 EDT	<b>Registration:</b>	N595PP
<b>Aircraft:</b>	Czech Aircraft Works Parrot	<b>Injuries:</b>	1 Serious
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

The pilot stated that the airplane had an adequate supply of fuel for the intended flight. During the takeoff roll the engine was only developing 4,300 rpm instead of the normal 5,000 to 5,200 rpm. The takeoff roll was longer than anticipated and after becoming airborne, climbed above the tops of trees. The climb rate decreased, and with obstructions ahead, the pilot maneuvered the airplane for a landing on another runway, then elected to land on the takeoff runway due to obstructions. The airplane landed hard which broke the right main landing gear, there was no observed damage to the engine mount or engine firewall. Examination of the engine revealed both bowden cables of the throttle control were bent forward of a junction block. With full throttle applied, cylinder Nos. 1 and 3 throttle was 4 mm from full open, and cylinder Nos. 2 and 4 was 7 mm from full open. Additionally, the hot air actuation lever at the airbox was separated from the shaft of the butterfly. NTSB examination of the airbox revealed the braze which secures the lever to the shaft was not completely around the shaft. The engine was started but only attained 4,500 rpm (maximum full power is 5,500 rpm). The airbox was then moved which allowed both throttle plates to open, and with full power applied, the engine attained 5,600 rpm.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The failure of the pilot-in-command to abort the takeoff after recognizing the engine was not developing full power during the takeoff roll. A contributing factor in the accident was the bending of the throttle cables which prevented full movement of the throttle control.

## Findings

Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - NONMECHANICAL  
Phase of Operation: TAKEOFF - ROLL/RUN

### Findings

1. (F) THROTTLE/POWER LEVER,CABLE - BENT
2. (C) ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND

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

Occurrence #3: HARD LANDING  
Phase of Operation: EMERGENCY DESCENT/LANDING

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	57
<b>Airplane Rating(s):</b>	Multi-engine Land; 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>	5000 hours (Total, all aircraft), 2 hours (Total, this make and model), 4750 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	Czech Aircraft Works	<b>Registration:</b>	N595PP
<b>Model/Series:</b>	Parrot	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	Sport Aircraft Works LLC	<b>Engine Manufacturer:</b>	Rotax
<b>Air Carrier Operating Certificate:</b>	None	<b>Engine Model/Series:</b>	912ULS
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Observation Facility, Elevation:</b>	KSUA, 18 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Lowest Ceiling:</b>	None
<b>Condition of Light:</b>	Day	<b>Wind Speed/Gusts, Direction:</b>	7 knots, 130°
<b>Temperature:</b>	26° C / 15° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Palm City, FL (64FA)	<b>Destination:</b>	Lakeland, FL (KLAL)

## Airport Information

<b>Airport:</b>	Naked Lady Ranch (64FA)	<b>Runway Surface Type:</b>	Grass/turf
<b>Runway Used:</b>	09	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	1980 ft / 120 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None

## Administrative Information

Investigator In Charge (IIC): Timothy W Monville

Adopted Date: 11/29/2007

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](mailto: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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