



National Transportation Safety Board Aviation Accident Data Summary

Location:	Lake City, FL	Accident Number:	ERA10LA463
Date & Time:	09/02/2010, 1800 EDT	Registration:	N7108Z
Aircraft:	QUICKSILVER MX-2	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot completed a preflight inspection of the airplane and a run-up check of the engine, noting no anomalies. During the initial climb, the pilot noted that the engine coolant temperature had risen above its normal range, and he responded by reducing engine power. He also turned the airplane left toward the overrun area for a perpendicular runway. The engine coolant temperature continued to rise as the pilot pitched the airplane for the best glide speed. As the pilot continued to maneuver the airplane, the sink rate was increasing, so he applied full power, with no accompanying response from the engine. During the attempted landing, the pilot gradually lost control of the airplane as it slowed, and subsequently struck a pool enclosure attached to a home. A postaccident examination of the engine found contamination within the carburetors; the pistons, connecting rods, and crankcase exhibited a black/brown glaze; and the lower piston rings exhibited extreme carbon build-up; however, no definitive cause for the rise in engine coolant temperature or the reported partial loss of engine power could be determined. The reported temperature and dew point at an airport located 34 nautical miles from the accident site were conducive to the formation of "serious" carburetor icing at glide engine power settings; however, given that the engine was operating at a very high power output when the reported loss of power occurred, it was unlikely that carburetor icing contributed to the partial loss of engine power.

Flight Events

Initial climb - Loss of engine power (partial)
Emergency descent - Collision with terr/obj (non-CFIT)

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:
A partial loss of engine power for undetermined reasons.

Findings

Aircraft-Aircraft power plant-Engine (reciprocating)-(general)-Not serviced/maintained
Not determined-Not determined-(general)-(general)-Unknown/Not determined - C

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	44
Airplane Rating(s):	Multi-engine Land; Multi-engine Sea; Single-engine Land; Single-engine Sea	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane
Flight Time:	3600 hours (Total, all aircraft), 25 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	QUICKSILVER	Registration:	N7108Z
Model/Series:	MX-2	Engines:	1 Reciprocating
Operator:	On file	Engine Manufacturer:	ROTAX
Air Carrier Operating Certificate:	None	Engine Model/Series:	582DCDI
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	GNV, 152 ft msl	Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	None
Condition of Light:	Day	Wind Speed/Gusts, Direction:	3 knots, 290°
Temperature:	32° C / 18° C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Lake City, FL (15FL)	Destination:	Lake City, FL (15FL)

Airport Information

Airport:	Cannon Creek Airpark (15FL)	Runway Surface Type:	Grass/turf
Runway Used:	27	Runway Surface Condition:	Dry
Runway Length/Width:	2292 ft / 50 ft		

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None

Administrative Information

Investigator In Charge (IIC):	Dennis Diaz	Adopted Date:	04/20/2012
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=77186		

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.