



Aviation Investigation Final Report

Location:	PORT MANATEE, Florida	Accident Number:	MIA83LA192
Date & Time:	July 28, 1983, 14:30 Local	Registration:	N25273
Aircraft:	PIPER PA-38	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

AFTER OVERFLYING THE STRIP TO CHECK THE CONDITION, THE PLT RE-ENTERED THE PATTERN FOR A TOUCH & GO. AFTER TOUCHDOWN HE APPLIED FULL POWER & MADE A LOW PASS DOWN THE STRIP. HE BEGAN TO PULL UP ABOUT MIDWAY DOWN THE STRIP & NOTICED A LOSS OF POWER. THE ACFT SETTLED BACK DOWN ON THE STRIP. NOT HAVING TIME TO STOP THE ACFT BEFORE THE END OF THE STRIP, HE APPLIED ONE NOTCH OF FLAPS TO INCREASE LIFT. HE FINALLY MADE A LANDING IN A FIELD LEADING TO A LAKE. THE ACFT BOUNCED & ENDED UP IN THE LAKE.

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

- TOUCH-AND-GO - PERFORMED - PILOT IN COMMAND
- (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: FORCED LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

Certificate:	Private	Age:	26, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	67 hours (Total, all aircraft), 65 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N25273
Model/Series:	PA-38 PA-38	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	38-8-0-A010
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	July 26, 1983 100 hour	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	0 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1490 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-235-L2C
Registered Owner:	BAY AIR SERVICES	Rated Power:	112 Horsepower
Operator:		Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	TPA ,100 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	13:47 Local	Direction from Accident Site:	280°
Lowest Cloud Condition:	Scattered / 3000 ft AGL	Visibility	12 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	40°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	34°C / 24°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ST. PETERSBURG , FL (SPG)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	MANTEE	Runway Surface Type:	Grass/turf
Airport Elevation:	30 ft msl	Runway Surface Condition:	Dry
Runway Used:	28	IFR Approach:	
Runway Length/Width:	3000 ft	VFR Approach/Landing:	Touch and go

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): Alston, Andrew

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=30919>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).