



# Aviation Investigation Final Report

<b>Location:</b>	PENSACOLA, Florida	<b>Accident Number:</b>	MIA83LA222
<b>Date &amp; Time:</b>	September 6, 1983, 16:00 Local	<b>Registration:</b>	N2305Z
<b>Aircraft:</b>	Bucker Flugzeugbau CASA 1-131E	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

SHORTLY AFTER TKOF THE ENG LOST PWR AND THE PILOT WAS FORCED TO EXECUTE AN EMERG LNDG. THE MAIN LANDING GEAR COLLAPSED DURING TOUCHDOWN ON A HIGHWAY. DURING THE SUBSEQUENT ENGINE TEARDOWN THE MAGNETO TIMING WAS FOUND TO BE RETARDED 24 DEGREES ON THE LEFT MAGNETO FOR ALL CYLINDERS. MAGNETO TIMING WAS FOUND TO BE RETARDED 66 DEGREES FOR THE IMPULSE CYLINDERS AND 47 DEGREES FOR THE OTHER TWO CYLINDERS ON THE RIGHT MAGNETO. THE FUEL INLET SCREEN WAS FOUND TO BE PARTIALLY OBSTRUCTED WITH LINT AND METAL FLAKES. A PAINT FLAKE WAS FOUND TO BE PARTIALLY BLOCKING THE AIR PASSAGEWAY TO THE EMULSION TUBE IN THE CARBURETOR. A CYLINDRICAL PIECE OF METAL WAS FOUND IN THE DRIVE SECTION OF THE FUEL PUMP.

## 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(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation: TAKEOFF - INITIAL CLIMB

#### Findings

1. (C) IGNITION SYSTEM,MAGNETO - IMPROPER

2. (C) MAINTENANCE - IMPROPER
  3. FUEL SYSTEM, SCREEN - BLOCKED(PARTIAL)
  4. FUEL SYSTEM, CARBURETOR - BLOCKED(PARTIAL)
  5. FUEL SYSTEM, PUMP - FOREIGN OBJECT
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Occurrence #2: FORCED LANDING  
Phase of Operation: DESCENT - EMERGENCY

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Occurrence #3: MAIN GEAR COLLAPSED  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline transport; Flight instructor	<b>Age:</b>	35, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine; Instrument airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	April 4, 1983
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	3872 hours (Total, all aircraft), 123 hours (Total, this make and model), 3771 hours (Pilot In Command, all aircraft), 101 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Bucker Flugzeugbau	<b>Registration:</b>	N2305Z
<b>Model/Series:</b>	CASA 1-131E CASA 1-131	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	36L
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	December 2, 1982 Unknown	<b>Certified Max Gross Wt.:</b>	1474 lbs
<b>Time Since Last Inspection:</b>	120 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1310 Hrs	<b>Engine Manufacturer:</b>	ENMA
<b>ELT:</b>	Installed, activated	<b>Engine Model/Series:</b>	G-IV-A2
<b>Registered Owner:</b>	BARNSTORMER AERO SERVICE, INC.	<b>Rated Power:</b>	
<b>Operator:</b>	RENE L. MINJARES	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	PNS	<b>Distance from Accident Site:</b>	3 Nautical Miles
<b>Observation Time:</b>	15:50 Local	<b>Direction from Accident Site:</b>	360°
<b>Lowest Cloud Condition:</b>	Scattered / 2000 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Broken / 8000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	6 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	260°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	26°C / 19°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	PENSACOLA , FL (82J)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	16:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	FERGUSON 82J	<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>	27 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	36	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	2600 ft / 200 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	30.349069,-87.319862(est)

## Administrative Information

**Investigator In Charge (IIC):** Carmona, Luis

**Additional Participating Persons:**

**Original Publish Date:**

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.ntsb.gov/Docket?ProjectID=30936>

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