



# Aviation Investigation Final Report

<b>Location:</b>	NEW SMYRNA BCH, Florida	<b>Accident Number:</b>	MIA87LA088
<b>Date &amp; Time:</b>	February 20, 1987, 15:30 Local	<b>Registration:</b>	N25459
<b>Aircraft:</b>	PIPER PA-38-112	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

WHILE IN CRUISE FLT AT AN ALT OF APRX 800 FEET THE PLT REPORTED THAT THE ENG BEGAN TO LOSE RPM. UNABLE TO MAINTAIN ALT A FORCED LANDING WAS MADE ON A ROAD. THE ACFT THEN GROUND LOOPED DUE TO CONTACT WITH SCRUB OAK TREES, WHICH RESULTED IN SEVERING OF THE LEFT MAIN LANDING GEAR. POST CRASH EXAMINATION & RUN UP OF THE ENG REVEALED NO EVIDENCE OF FAILURE/MALFUNCTION. A REVIEW OF THE ICING PROBABILITY CHART REVEALED THAT CONDITIONS WERE FAVORABLE FOR SERIOUS ICING WITH A FLOAT TYPE CARBURETOR WHILE AT CRUISE POWER.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

### Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation: CRUISE - NORMAL

#### Findings

1. (C) WEATHER CONDITION - CARBURETOR ICING CONDITIONS

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Occurrence #2: LOSS OF ENGINE POWER(PARTIAL) - NONMECHANICAL

Phase of Operation: CRUISE - NORMAL

Findings

2. (C) CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND

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Occurrence #3: FORCED LANDING

Phase of Operation: LANDING

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Occurrence #4: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ROLL

Findings

3. (C) OBJECT - TREE(S)

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Occurrence #5: MAIN GEAR COLLAPSED

Phase of Operation: LANDING - ROLL

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline transport; Flight instructor	<b>Age:</b>	40, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<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 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	February 16, 1987
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	13000 hours (Total, all aircraft), 13000 hours (Pilot In Command, all aircraft), 100 hours (Last 90 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N25459
<b>Model/Series:</b>	PA-38-112 PA-38-112	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Utility	<b>Serial Number:</b>	38-81A0001
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	May 5, 1986 Annual	<b>Certified Max Gross Wt.:</b>	3600 lbs
<b>Time Since Last Inspection:</b>	7 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1454 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-235-L2C
<b>Registered Owner:</b>	RICHARD G. ROWE	<b>Rated Power:</b>	112 Horsepower
<b>Operator:</b>		<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>	DAB ,35 ft msl	<b>Distance from Accident Site:</b>	22 Nautical Miles
<b>Observation Time:</b>	15:52 Local	<b>Direction from Accident Site:</b>	329°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	4 miles
<b>Lowest Ceiling:</b>	Overcast / 1000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	11 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	360°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	15°C / 13°C
<b>Precipitation and Obscuration:</b>	Light - None - Drizzle		
<b>Departure Point:</b>	ORMOND BEACH , FL (OMN)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	W.PALM BEACH , FL (PBI)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	14:50 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	Macadam
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	Wet
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	Forced landing

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	

## Administrative Information

**Investigator In Charge (IIC):** Monville, Timothy

**Additional Participating Persons:**

**Original Publish Date:** March 30, 1988

**Last Revision Date:**

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

**Note:**

**Investigation Docket:** <https://data.ntsb.gov/Docket?ProjectID=31856>

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