



Aviation Investigation Final Report

Location:	HILLIARD, Florida	Accident Number:	MIA92LA038
Date & Time:	November 23, 1991, 11:50 Local	Registration:	N7304K
Aircraft:	PIPER PA-20	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

WHILE VFR ON TOP THE PLT STATED THAT THE ENG EXPERIENCED A LOSS OF POWER. AFTER BREAKING OUT OF THE CLOUDS THE PLT OBSERVED A FIELD & PERFORMED A FORCED LANDING. AFTER TOUCHDOWN HE INTENTIONALLY GROUND LOOPED THE ACFT TO AVOID OBSTRUCTIONS AHEAD. THE ACFT WAS EXAMINED 2 DAYS AFTER THE ACCIDENT BY AN FAA INSPECTOR. THE ACFT WAS SECURED & THE ENG WAS STARTED & FOUND TO OPERATE NORMALLY. NO DETERMINATION COULD BE MADE AS TO THE REASON FOR THE LOSS OF POWER.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: PARTIAL LOSS OF ENGINE POWER DUE TO UNDETERMINED REASONS AND UNSUITABLE TERRAIN ENCOUNTERED DURING THE FORCED LANDING. CONTRIBUTING TO THE ACCIDENT WAS THE LOW CEILING ENCOUNTERED AND REDUCED IN-FLIGHT PLANNING DECISION TIME BY THE PILOT-IN-COMMAND.

Findings

Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - NONMECHANICAL
Phase of Operation: CRUISE - NORMAL

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation: DESCENT - EMERGENCY

Findings

2. (F) WEATHER CONDITION - LOW CEILING

Occurrence #3: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: LANDING - ROLL

Findings

3. (F) IN-FLIGHT PLANNING/DECISION - REDUCED - PILOT IN COMMAND

4. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - ENCOUNTERED - PILOT IN COMMAND

5. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	54, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	June 6, 1991
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	2400 hours (Total, all aircraft), 15 hours (Total, this make and model), 2100 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N7304K
Model/Series:	PA-20 PA-20	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	20-213
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	November 11, 1991 Annual	Certified Max Gross Wt.:	1800 lbs
Time Since Last Inspection:	6 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3855 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-290-D
Registered Owner:	SLOVENZ, JOSEPH N.	Rated Power:	125 Horsepower
Operator:	SLOVENZ, JOSEPH N.	Operating Certificate(s) Held:	None
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:	JAX ,30 ft msl	Distance from Accident Site:	32 Nautical Miles
Observation Time:	11:50 Local	Direction from Accident Site:	138°
Lowest Cloud Condition:	Unknown	Visibility	7 miles
Lowest Ceiling:	Overcast / 1600 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	350°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	21°C / 16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	WARM SPRINGS , GA (5A9)	Type of Flight Plan Filed:	None
Destination:	BUNNELL , FL (X47)	Type of Clearance:	None
Departure Time:	09:45 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	30.689474,-81.919654(est)

Administrative Information

Investigator In Charge (IIC):	Monville, Timothy
Additional Participating Persons:	LAD LEWIS; ORLANDO , FL
Original Publish Date:	April 27, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=33037

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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](#).