



Aviation Investigation Final Report

Location:	DAYTONA BEACH, Florida	Accident Number:	MIA92LA040
Date & Time:	December 8, 1991, 12:15 Local	Registration:	N22213
Aircraft:	PIPER PA-32RT-300T	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

SHORTLY AFTER TAKEOFF AFTER CLIMBING TO 900, THE FLT LEVELED OFF & THE PLT PULLED THE POWER BACK TO 24 INCHES MANIFOLD PRESSURE. SHORTLY THEREAFTER HE STATED THAT THE ENG BEGAN TO RUN ROUGH THEN QUIT. HE VERIFIED THE FUEL SELECTOR WAS POSITIONED TO THE RT FUEL TANK & THAT THE AUXILIARY FUEL BOOST PUMP WAS ON, CHECKED EACH MAGNETO, WITH NEGATIVE RESULTS. HE LANDED THE ACFT IN A FIELD GEAR UP. THE ENG WAS REMOVED FROM THE ACFT & PLACED ON A TEST STAND FOR THE ENG RUN. IT STARTED BUT DURING A MAGNETO CHECK AT 1,700 RPM, THE ENG BEGAN TO BACKFIRE MOMENTARILY WHEN POSITIONED TO THE RT MAGNETO POSITION, BUT CONTINUED TO RUN. THE MAGNETO ASSY WAS REMOVED & EXAMINED WHICH REVEALED NO DETERMINATION COULD BE MADE AS TO THE REASON FOR THE REPORTED TOTAL LOSS OF ENG POWER. THE FUEL SERVO WAS REMOVED AND PLACED ON A TEST STAND WHICH REVEALED THAT IT WAS NOT FUNCTIONING NORMALLY BUT COULD NOT BE DETERMINED IF THIS WAS POST OR PRE-IMPACT. AN AD HAD NOT BEEN ACCOMPLISHED. NO DETERMINATION COULD BE MADE AS TO THE REASON FOR THE REPORTED TOTAL LOSS OF ENG POWER.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: TOTAL LOSS OF ENGINE POWER FOR UNDETERMINED REASONS.

Findings

Occurrence #1: LOSS OF ENGINE POWER

Phase of Operation: CRUISE - NORMAL

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

2. MAINTENANCE, COMPLIANCE WITH AD - NOT PERFORMED - OTHER MAINTENANCE PERSONNEL

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: HARD LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Factual Information

Pilot Information

Certificate:	Commercial	Age:	41, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	December 4, 1990
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	839 hours (Total, all aircraft), 127 hours (Total, this make and model), 697 hours (Pilot In Command, all aircraft), 7 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N22213
Model/Series:	PA-32RT-300T PA-32RT-30	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	32R7887248
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	December 4, 1991 Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	1 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	994 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	TIO-540-S1AD
Registered Owner:	BARRISTAIRE, INC.	Rated Power:	300 Horsepower
Operator:	WILLIAM S. MORSE	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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	24°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	12:10 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	
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:	29.16901,-81.140426(est)

Administrative Information

Investigator In Charge (IIC):	Monville, Timothy
Additional Participating Persons:	JIM PERRY; ORLANDO , FL
Original Publish Date:	April 27, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=33039

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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](#).