



Aviation Investigation Final Report

Location:	TAVARES, Florida	Accident Number:	MIA95LA049
Date & Time:	December 24, 1994, 15:44 Local	Registration:	N2829P
Aircraft:	PIPER PA-22-150	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

WHILE IN CRUISE FLIGHT THE ENGINE BEGAN TO RUN ROUGH DUE TO A FAILURE OF THE NO.3 CONNECTING ROD, AND LOST POWER. THE PILOT ATTEMPTED A FORCED LANDING TO A PRIVATE AIRPORT. THE AIRPLANE LANDED SHORT OF THE AIRPORT IN A FIELD AND THE NOSE GEAR COLLAPSED DURING THE LANDING ROLL.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE FAILURE OF THE NO.3 CONNECTING ROD RESULTING IN A LOSS OF ENGINE POWER. THE LACK OF SUITABLE TERRAIN FOR A FORCED LANDING WAS A FACTOR.

Findings

Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation: CRUISE - NORMAL

Findings

1. (C) ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: NOSE GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Findings

2. (F) TERRAIN CONDITION - NONE SUITABLE
3. LANDING GEAR,NOSE GEAR - OVERLOAD

Factual Information

On December 24, 1994, about 1545 eastern standard time, N2829P, a Piper PA-22-150, crashed in Tavares, Florida, while on a 14 CFR Part 91 personal flight. Visual meteorological conditions prevailed at the time and no flight plan was filed. The airplane was substantially damaged and the commercially-rated pilot reported no injuries. The flight had originated from Leesburg, Florida, about 45 minutes earlier.

The pilot reported that while in cruise flight, at 1,000 feet, the engine began to run rough and the engine failed. The pilot attempted a forced landing to a private airport and landed short. The nose gear collapsed on touchdown. Local FAA inspectors examined the airplane and reported the No. 3 connecting rod in the engine failed at the piston pin end. The rod failure surfaces were too badly damaged to allow further examination to determine the failure mode.

Pilot Information

Certificate:	Commercial	Age:	68, Male
Airplane Rating(s):	Single-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:	February 23, 1994
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1799 hours (Total, all aircraft), 120 hours (Total, this make and model), 1659 hours (Pilot In Command, all aircraft), 34 hours (Last 90 days, all aircraft), 13 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N2829P
Model/Series:	PA-22-150 PA-22-150	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	22-3122
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	February 7, 1994 Annual	Certified Max Gross Wt.:	2000 lbs
Time Since Last Inspection:	112 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4009 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-320
Registered Owner:	ABERNATHY, JOHN E.	Rated Power:	150 Horsepower
Operator:		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:	ORL ,50 ft msl	Distance from Accident Site:	24 Nautical Miles
Observation Time:	14:50 Local	Direction from Accident Site:	150°
Lowest Cloud Condition:	Clear	Visibility	7 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	13 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	280°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	17°C / 6°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	LEESVILLE , FL (LEE)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	14:59 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:	28.800621,-81.730026(est)

Administrative Information

Investigator In Charge (IIC):	Alston, Andrew
Additional Participating Persons:	ERNEST WILSON; ORLANDO , FL
Original Publish Date:	February 14, 1995
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=37715

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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](#).