



Aviation Investigation Final Report

Location:	HOLT, Florida	Accident Number:	MIA96LA178
Date & Time:	July 10, 1996, 07:40 Local	Registration:	N2102N
Aircraft:	Cessna 140	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot stated that the approach to landing was high, and he initiated a go-around. He applied full engine power, turned off the carburetor heat, and raised the flaps. The engine developed enough power to begin a climb, but the pilot noticed it was running rough. The engine roughness got worse, and engine power decreased. Subsequently, the airplane would no longer climb, and it collided with trees on the departure end of the runway, then crashed to the ground. Postcrash examination of the engine did not reveal any reason for loss of power.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Loss of engine power for undetermined reason(s) during a go-around, which result in the aircraft being unable to climb above trees at the departure end of the runway.

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: GO-AROUND (VFR)

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: TAKEOFF

Findings

2. OBJECT - TREE(S)

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

On July 10, 1996, about 0740 central daylight time, a Cessna 140, N2102N, registered to an individual, crashed into trees when the engine lost power during a go-around at Yellow River Valley Airport, Holt, Florida, while on a 14 CFR Part 91 personal flight. Visual meteorological conditions prevailed at the time and no flight plan was filed. The aircraft received substantial damage and the private-rated pilot was not injured. The flight originated from Niceville, Florida, the same day, about 0725.

The pilot stated his approach to landing was high. As he applied engine power to perform a go-around, he turned off the carburetor heat and raised the flaps. The engine developed adequate power to begin a climb but he noticed it was running rough. The engine roughness got continually worse and he lost power to the point that he could not maintain altitude. The aircraft crashed into trees on the west end of the strip and came to rest.

Postcrash examination of the engine by an FAA inspector failed to reveal the reason for the loss of engine power.

Pilot Information

Certificate:	Private	Age:	63, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	August 8, 1995
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	169 hours (Total, all aircraft), 16 hours (Total, this make and model), 129 hours (Pilot In Command, all aircraft), 14 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N2102N
Model/Series:	140 140	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	12338
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	March 22, 1996 Annual	Certified Max Gross Wt.:	1460 lbs
Time Since Last Inspection:	20 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2920 Hrs	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-290-D
Registered Owner:	REDDOCH E. WILLIAMS	Rated Power:	125 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:	CEW ,215 ft msl	Distance from Accident Site:	12 Nautical Miles
Observation Time:	06:51 Local	Direction from Accident Site:	70°
Lowest Cloud Condition:	Unknown	Visibility	5 miles
Lowest Ceiling:	Broken / 25000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	40°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	24°C / 23°C
Precipitation and Obscuration:	N/A - None - Haze		
Departure Point:	NICEVILLE , FL (FL17)	Type of Flight Plan Filed:	None
Destination:	(FD93)	Type of Clearance:	None
Departure Time:	07:25 Local	Type of Airspace:	Class G

Airport Information

Airport:	YELLOW RIVER VALLEY FD93	Runway Surface Type:	Grass/turf
Airport Elevation:	160 ft msl	Runway Surface Condition:	Dry
Runway Used:	26	IFR Approach:	None
Runway Length/Width:	2550 ft / 200 ft	VFR Approach/Landing:	Traffic pattern

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:	30.719827,-86.670745(est)

Administrative Information

Investigator In Charge (IIC):	Kennedy, Jeffrey
Additional Participating Persons:	TOM MULLINS; BIRMINGHAM , AL GARY SOLDWISCH; BIRMINGHAM , AL
Original Publish Date:	October 4, 1996
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=38046

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