



Aviation Investigation Final Report

Location:	VALKARIA, Florida	Accident Number:	MIA97LA078
Date & Time:	February 1, 1997, 12:26 Local	Registration:	N525V
Aircraft:	RICHARDS VELOCITY 173 RG	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot stated that the engine lost power while maneuvering. According to the pilot's statement, 'everything was operating normal, 2500 RPM, 155 knots...2,000 [feet] MSL.' He then turned north and 'the engine quit abruptly...no sputtering or gradual loss of RPM.' He attempted a force landing at a nearby airport 'in hopes of deadsticking [sic] it onto the runway.' The flight landed about 1/2 mile short of runway 14, and impacted into palmettos and pine trees. The airplane's engine was examined and run. The examination and engine run did not reveal any discrepancies.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: a loss of engine power for undetermined reasons.

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: MANEUVERING

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: FORCED LANDING

Phase of Operation: EMERGENCY DESCENT/LANDING

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: EMERGENCY DESCENT/LANDING

Findings

2. OBJECT - TREE(S)

Factual Information

On February 1, 1997, about 1226 eastern standard time, a homebuilt, Velocity 173 RG, N525V, registered to a private owner, was substantially damaged during a forced landing, near Valkaria, Florida. The private-rated pilot was not injured. Visual meteorological conditions (VMC) prevailed in the vicinity, and no flight plan had been filed. The local personal flight was being conducted in accordance with Title 14 CFR Part 91.

While maneuvering, the pilot stated the airplane's engine lost power. The pilot attempted a forced landing back to the airport, and struck trees about 1/2 mile short of the runway.

According to the pilot's statement, after departure he turned towards a practice area near Valkaria Airport. He stated that, "everything was operating normal, 2500 RPM, 155 knots...2,000 [feet] MSL." He then turned north and contacted the ATC Tower at Melbourne Airport that he was inbound for landing, when "immediately the engine quit abruptly...no sputtering or gradual loss of RPM." He turned the airplane back towards Valkaria Airport, "in hopes of deadsticking [sic] it onto the runway." The flight landed short of runway 14, and impacted into palmettos and pine trees.

The engine from N525V was examined and run at a private hangar at the Melbourne Airport, under the supervision of the FAA, on February 12, 1997. The examination and engine run did not reveal any discrepancies.

Pilot Information

Certificate:	Private	Age:	62, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
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 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	February 1, 1995
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	956 hours (Total, all aircraft), 81 hours (Total, this make and model), 768 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	RICHARDS	Registration:	N525V
Model/Series:	VELOCITY 173 RG VELOCITY 1	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:		Serial Number:	DMO248
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	March 8, 1996 Annual	Certified Max Gross Wt.:	2400 lbs
Time Since Last Inspection:	64 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	128 Hrs	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-360-A3B6D
Registered Owner:	WILLIAM A. RICHARDS	Rated Power:	200 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:	MLB	Distance from Accident Site:	
Observation Time:	12:50 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	20°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	21°C / 1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	MELBOURNE , FL (MBL)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	11:50 Local	Type of Airspace:	

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:	28.029628,-80.600967(est)

Administrative Information

Investigator In Charge (IIC):	Yurman, Alan
Additional Participating Persons:	FRANK RIOS; ORLANDO , FL
Original Publish Date:	August 25, 1997
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=38216

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