



Aviation Investigation Final Report

Location:	DELAND, Florida	Accident Number:	ATL98LA037
Date & Time:	February 8, 1998, 17:49 Local	Registration:	N925IT
Aircraft:	Piper PA-38-112	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

According to the pilot, after takeoff, about 30 to 40 feet, the engine had a sudden loss of power. A forced landing was attempted straight ahead, with the airplane coming to rest in a plant nursery. An on-scene investigation revealed that there was no fuel in the right fuel tank. The fuel selector was found in the right tank position.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The loss of engine power due to the pilots inadequate fuel management.

Findings

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

Findings

1. (C) FUEL SYSTEM - STARVATION
2. (C) FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND

Occurrence #2: FORCED LANDING
Phase of Operation: EMERGENCY LANDING AFTER TAKEOFF

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: EMERGENCY LANDING AFTER TAKEOFF

Findings

3. OBJECT - TREE(S)

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: EMERGENCY LANDING AFTER TAKEOFF

Factual Information

On February 8, 1998, at 1749 eastern standard time, a Piper PA-38-112, N925IT, collided with a plant nursery after departure from runway 27 at Bob Lee Flight Strip Airport in Deland, Florida. The personal flight operated under the provisions of Title 14 CFR Part 91 with no flight plan filed. Visual weather conditions prevailed at the time of the accident. The private pilot and his passenger were not injured and the airplane sustained substantial damage. The flight was originating at the time of the accident.

According to the pilot, the airplane had a sudden drop in RPM about 30 to 40 feet above the ground. He attempted a forced landing straight ahead. The airplane collided with a plant nursery.

The FAA investigator who examined the airplane stated there was no fuel in the right tank and 10 to 15 gallons in the left tank. The fuel selector was in the right tank position. The fuel contained no water or contamination. The FAA investigator stated there was three tablespoons of fuel in the gascolater and two tablespoons in the carburetor sump. The engine ran normally during testing when using fuel from the left tank.

Pilot Information

Certificate:	Private	Age:	22, Male
Airplane Rating(s):	Single-engine land; Multi-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:	Unknown Unknown	Last FAA Medical Exam:	
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	326 hours (Total, all aircraft), 45 hours (Total, this make and model), 242 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 11 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N925IT
Model/Series:	PA-38-112 PA-38-112	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	38-78A0297
Landing Gear Type:	Tricycle	Seats:	0
Date/Type of Last Inspection:	February 2, 1998 100 hour	Certified Max Gross Wt.:	1670 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	5840 Hrs	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-235-L2C
Registered Owner:	SPRUCE CREEK AVIATION	Rated Power:	112 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:	DAB ,35 ft msl	Distance from Accident Site:	15 Nautical Miles
Observation Time:	17:53 Local	Direction from Accident Site:	90°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	14°C / 1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	, FL (1J6)	Type of Flight Plan Filed:	None
Destination:	SPRUCE CREEK , FL (44J)	Type of Clearance:	None
Departure Time:	17:15 Local	Type of Airspace:	Class G

Airport Information

Airport:	BOB LEE FLIGHT STRIP 1J6	Runway Surface Type:	Grass/turf
Airport Elevation:	94 ft msl	Runway Surface Condition:	Dry
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	3300 ft / 72 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	29.059309,-81.230072(est)

Administrative Information

Investigator In Charge (IIC):	Hicks, Preston
Additional Participating Persons:	MANNY SYLVIA; DANIELLE PINNERI;
Original Publish Date:	May 4, 1998
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=3964

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