



Aviation Investigation Final Report

| | | | |
|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | HOLT, Florida | Accident Number: | ATL98LA077 |
| Date & Time: | May 22, 1998, 16:45 Local | Registration: | N2102N |
| Aircraft: | Cessna 140 | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 1 None |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

According to the pilot, the airplane had just come out of overhaul, which included the rebuilding of the engine. After the completion of a thorough preflight, the pilot stated he executed a normal takeoff. As the airplane climbed through 500 feet, the engine had a 'sudden but smooth power loss'. After attempting to restart the engine, the pilot stated he selected a field for landing and executed an off airport landing. The airplane encountered soft ground and nosed over during the landing roll. Examination of the engine by Textron Lycoming found the engine in excellent condition. According to Lycoming, there were no discrepancies found that would have prevented the engine from running.

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 reasons. A factor was the unsuitable terrain.

Findings

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

Findings

1. (C) POWERPLANT - UNDETERMINED

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: EMERGENCY LANDING AFTER TAKEOFF

Findings

2. (F) TERRAIN CONDITION - NONE SUITABLE
3. (F) EMERGENCY PROCEDURE - ATTEMPTED - PILOT IN COMMAND

Factual Information

On May 22, 1998, at 1645 central daylight time, a Cessna 140, N2102N experienced a loss of engine power on takeoff from the Yellow River airport in Holt, Florida. The personal flight was operated by the pilot under the provisions of Title 14 CFR Part 91, and visual flight rules. Visual meteorological conditions prevailed and no flight plan had been filed for the local flight. The commercial pilot was not injured, and the airplane was substantially damaged. The flight was originating at the time of the accident.

According to the pilot, the airplane had just come out of overhaul, which included the rebuilding of the engine. The accident flight was the first test flight. After the completion of a thorough preflight, the pilot stated he executed a normal takeoff. As the airplane climbed through 500 feet, the engine had a "sudden but smooth power loss". After attempting to restart the engine, the pilot stated he selected a field for landing and executed an off airport landing. The airplane encountered soft ground and nosed over during the landing roll.

Examination of the engine by Textron Lycoming found the engine in excellent condition. The engine was partially disassembled, and continuity was established throughout. The engine timing was checked, magnetos were tested, cylinders were examined, and compression was checked with no discrepancies noted. Lycoming did note however, that the carburetor was not present during the examination eliminating the possibility of an engine run. According to Lycoming, there were no discrepancies found that would have prevented the engine from running.

Pilot Information

| | | | |
|----------------------------------|---|--|--------------|
| Certificate: | Commercial | Age: | 52, Male |
| Airplane Rating(s): | Single-engine land; Multi-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: | June 1, 1998 |
| Occupational Pilot: | No | Last Flight Review or Equivalent: | |
| Flight Time: | 6500 hours (Total, all aircraft), 250 hours (Total, this make and model), 6500 hours (Pilot In Command, 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: | May 22, 1998 Annual | Certified Max Gross Wt.: | 1700 lbs |
| Time Since Last Inspection: | 0 Hrs | Engines: | 1 Reciprocating |
| Airframe Total Time: | 2958 Hrs | Engine Manufacturer: | Lycoming |
| ELT: | Installed, activated, did not aid in locating accident | Engine Model/Series: | O-290-D |
| Registered Owner: | REDDOCH 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 ,213 ft msl | Distance from Accident Site: | 15 Nautical Miles |
| Observation Time: | 17:14 Local | Direction from Accident Site: | 70° |
| Lowest Cloud Condition: | Clear | Visibility | 6 miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | 12 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 240° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 29 inches Hg | Temperature/Dew Point: | 32°C / 19°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | , FL (FD93) | Type of Flight Plan Filed: | None |
| Destination: | | Type of Clearance: | None |
| Departure Time: | 16:20 Local | Type of Airspace: | Class G |

Airport Information

| | | | |
|-----------------------------|-------------------|----------------------------------|----------------|
| Airport: | YELLOW RIVER FD93 | Runway Surface Type: | Grass/turf |
| Airport Elevation: | 200 ft msl | Runway Surface Condition: | Dry |
| Runway Used: | 9 | IFR Approach: | None |
| Runway Length/Width: | 3000 ft / 100 ft | 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: | 30.720066,-86.669303(est) |

Administrative Information

| | |
|--|---|
| Investigator In Charge (IIC): | Wilson, Butch |
| Additional Participating Persons: | ED JESZKA; REGAN CAMPBELL; |
| Original Publish Date: | May 19, 1999 |
| Last Revision Date: | |
| Investigation Class: | Class |
| Note: | |
| Investigation Docket: | https://data.ntsb.gov/Docket?ProjectID=3994 |

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).