



# Aviation Investigation Final Report

<b>Location:</b>	HOMOSASSA, Florida	<b>Accident Number:</b>	ATL00LA094
<b>Date &amp; Time:</b>	September 30, 2000, 09:50 Local	<b>Registration:</b>	N2234K
<b>Aircraft:</b>	Luscombe 8A	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot departed the airport en route to another airport located 24.5 miles to the south/southeast to have an annual maintenance inspection performed on the airplane. Prior to departure, he did not receive a weather briefing. The pilot stated that upon arrival at his destination airport, low clouds and an overcast fog layer had developed. He circled the area looking for better ground visibility and none was found. An attempt was made to return to the departure airport for landing. While maneuvering to maintain visual conditions for the landing, the engine lost power due to fuel starvation, and attempts to restart the engine were unsuccessful. Unable to reach the airport, the pilot made an off airport landing between a house and a tree. Upon impact with the ground, the airplane nosed over.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadvertent flight into instrument meteorological conditions and subsequently exhausting his fuel supply. Factors were his failure to obtain a weather briefing, the weather conditions which included clouds and obscuration, the residence and the tree.

## Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation: CRUISE

Findings

1. (C) VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
2. (F) WEATHER CONDITION - CLOUDS
3. (F) WEATHER CONDITION - OBSCURATION
4. (F) WEATHER FORECAST - NOT OBTAINED - PILOT IN COMMAND

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Occurrence #2: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL  
Phase of Operation: CRUISE

Findings

5. (C) FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

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Occurrence #3: FORCED LANDING  
Phase of Operation: DESCENT - EMERGENCY

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Occurrence #4: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: EMERGENCY DESCENT/LANDING

Findings

6. (F) OBJECT - RESIDENCE
7. (F) OBJECT - TREE(S)

## Factual Information

On September 30, 2000, about 0950 eastern daylight time, a Luscombe 8A, N2234K, registered to and operated by the pilot, was substantially damaged when it collided with a house during a forced landing following a loss of engine power near Homosassa, Florida. The private pilot, the sole occupant aboard, sustained minor injuries. Instrument meteorological conditions prevailed in the area, and no flight plan was filed for the personal flight being conducted under Title 14 CFR Part 91. The flight originated from Crystal River Airport, Crystal River, Florida, at 0800, with a planned destination of Hernando County Airport, Brooksville, Florida.

According to the pilot, he departed Crystal River en route to Brooksville, located 24.5 miles south/southeast, for the purpose of having an annual maintenance inspection performed on the airplane. He stated that prior to departure, he did not receive a weather briefing. Upon arrival at Brooksville, low clouds and an overcast fog layer had developed. The pilot said he circled the area several times looking for better ground visibility and none was found. An attempt was made to return to Crystal River Airport for landing. While maneuvering to maintain visual conditions for the landing, the engine lost power. Several attempts to restart the engine were unsuccessful. Unable to reach the airport, he attempted an off-airport forced landing between a house and a tree. While maneuvering for the landing, the left wing collided with the house and the right wing collided with a tree. After the collision, the airplane nosed over.

According to the pilot, there were no mechanical malfunctions with the airplane, and he attributed "fuel starvation" for the loss of engine power. During the examination of the airplane at the accident site, no fuel was found in the fuel system.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	70,Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	February 2, 1999
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1124 hours (Total, all aircraft), 100 hours (Total, this make and model), 1052 hours (Pilot In Command, all aircraft), 5 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Luscombe	<b>Registration:</b>	N2234K
<b>Model/Series:</b>	8A 8A	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	4961
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	September 2, 1999 Annual	<b>Certified Max Gross Wt.:</b>	1260 lbs
<b>Time Since Last Inspection:</b>	261 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	876 Hrs	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	A65-8F
<b>Registered Owner:</b>	ALAN E. FEARNES	<b>Rated Power:</b>	65 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Instrument (IMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	BKV ,77 ft msl	<b>Distance from Accident Site:</b>	16 Nautical Miles
<b>Observation Time:</b>	09:53 Local	<b>Direction from Accident Site:</b>	350°
<b>Lowest Cloud Condition:</b>	Scattered / 900 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Overcast / 1200 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	10 knots / None	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	10°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	24°C / 24°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	CRYSTAL RIVER (CGC )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	BROOKSVILLE (BKV )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	08:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	Forced landing

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Minor	<b>Latitude, Longitude:</b>	28.779222,-82.610794(est)

## Administrative Information

**Investigator In Charge (IIC):** Scott, B. beach

**Additional Participating Persons:** PATRICK SEGGERMAN; TAMPA , FL

**Original Publish Date:** April 6, 2001

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=51041>

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