



# Aviation Investigation Final Report

<b>Location:</b>	Fort Myers, Florida	<b>Accident Number:</b>	MIA08LA006
<b>Date &amp; Time:</b>	October 23, 2007, 10:48 Local	<b>Registration:</b>	N52730
<b>Aircraft:</b>	Taylorcraft DCO-65	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor, 1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot stated that while on approach to his home airport, he began his descent for landing. About 800 feet above ground level, he reduced engine power and noticed an extreme vibration from the engine area. He declared an emergency with air traffic control and made a forced landing into a shopping mall parking lot, hitting several cars, damaging both wing spars, the landing gear, and engine. Examination of the airplane revealed a fractured front engine mount bolt. The bolt exhibited features consistent with an overstress failure; however, the investigation could not determine if the bolt failed before or after the engine vibration. No other failures or mechanical anomalies were identified with the accident airplane.

## Probable Cause and Findings

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

### Findings

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

#### Findings

1. REASON FOR OCCURRENCE UNDETERMINED

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Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

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Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: EMERGENCY LANDING

Findings

2. OBJECT - VEHICLE

## Factual Information

On October 23, 2007, at 1048 eastern daylight time, a Taylorcraft DCO-65, N52730, collided with several automobiles during a forced landing in a shopping mall parking lot in Fort Myers, Florida. The certificated private pilot, who was the owner of the airplane, reported no injuries, the passenger reported minor injuries and the airplane sustained substantial damage. The flight was operated as a personal flight under the provisions of 14 Code of Federal Regulations (CFR) Part 91, and no flight plan was filed. Visual meteorological conditions (VMC) prevailed at the time of the accident. The flight originated from the Page Field Airport (FMY), Fort Myers, Florida, at 0930 the same day.

The pilot stated that while on approach to runway 13 at FMY, he began his descent for landing. About 800 feet above ground level, he reduced engine power and noticed an extreme vibration from the engine area. He declared an emergency with air traffic control and made a forced landing into a shopping mall parking lot, hitting several cars, damaging both wing spars, the landing gear, and engine.

Examination of the airplane by a Federal Aviation Administration (FAA) inspector found a fractured front engine mount bolt. The inspector observed that the bolt necked down near the fracture area, consistent with overstress. The inspector further stated that the bolt was located inside the engine mount, and would not be visible for examination during a routine annual inspection. The inspector did not report any additional failures or malfunctions.

The airplane was manufactured in 1943. The airplane's most recent annual inspection was completed about 4 months prior to the accident, and the airplane accumulated approximately 17 hours of operation since that inspection.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	60,Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 With waivers/limitations	<b>Last FAA Medical Exam:</b>	August 1, 2006
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	February 1, 2007
<b>Flight Time:</b>	1393 hours (Total, all aircraft), 260 hours (Total, this make and model), 1201 hours (Pilot In Command, all aircraft), 18 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Taylorcraft	<b>Registration:</b>	N52730
<b>Model/Series:</b>	DCO-65	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal; Utility	<b>Serial Number:</b>	L-5665
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	June 1, 2007 Annual	<b>Certified Max Gross Wt.:</b>	1325 lbs
<b>Time Since Last Inspection:</b>	17 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1241 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	C-85-12F
<b>Registered Owner:</b>	Douglas Charles Jenkins	<b>Rated Power:</b>	85 Horsepower
<b>Operator:</b>	Douglas Charles Jenkins	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	FMY,17 ft msl	<b>Distance from Accident Site:</b>	1 Nautical Miles
<b>Observation Time:</b>	10:53 Local	<b>Direction from Accident Site:</b>	130°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	9 knots / None	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	160°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.98 inches Hg	<b>Temperature/Dew Point:</b>	29°C / 22°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Ft. Myers, FL (FMY )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Ft. Myers, FL (FMY )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	09:30 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	Page Field FMY	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	17 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	13	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	4912 ft / 150 ft	<b>VFR Approach/Landing:</b>	Forced landing;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Minor	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Minor, 1 None	<b>Latitude, Longitude:</b>	26.585277,-81.85778(est)

## Administrative Information

**Investigator In Charge (IIC):** Wilson, Ralph

**Additional Participating Persons:** Bob Blake; FAA/FSDO; Tampa, FL

**Original Publish Date:** December 24, 2008

**Last Revision Date:**

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

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=66942>

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