



Aviation Investigation Final Report

Location:	MERRITT ISLAND, Florida	Accident Number:	MIA82DA095
Date & Time:	March 29, 1982, 17:15 Local	Registration:	N94067
Aircraft:	ERCOUPE 415-C	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT SUSPECTED A PARTIAL LOSS OF ENGINE POWER SHORTLY AFTER LIFT-OFF. HE CUT THE POWER TO LAND ON THE REMAINING RUNWAY. THE PLANE TOUCHED DOWN ON THE RIGHT MAIN AND NOSE GEAR, AND THE NOSE GEAR COLLAPSED. THE PLANE SKIDDED ABOUT 100 FT BEFORE COMING TO REST ABOUT HALF WAY DOWN THE 4000 FT RUNWAY. NO EVIDENCE OF MECHANICAL FAILURE WAS FOUND WHEN THE ENGINE WAS EXAMINED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

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

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: FORCED LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

2. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND

Occurrence #3: HARD LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

3. (F) WEATHER CONDITION - CROSSWIND

4. (C) LEVEL OFF - IMPROPER - PILOT IN COMMAND

Occurrence #4: NOSE GEAR COLLAPSED

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

5. LANDING GEAR, NOSE GEAR - OVERLOAD

Factual Information

Pilot Information

Certificate:	Private	Age:	28, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	February 10, 1981
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	300 hours (Total, all aircraft), 250 hours (Total, this make and model), 300 hours (Pilot In Command, all aircraft), 2 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	ERCOUPE	Registration:	N94067
Model/Series:	415-C 415-C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	1390
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1260 lbs
Time Since Last Inspection:	80 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1736 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	C-85
Registered Owner:	JOSEPH T. SULLIVAN	Rated Power:	85 Horsepower
Operator:	JOSEPH T. SULLIVAN	Operating Certificate(s) Held:	
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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 3500 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 10000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	14 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	60°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	69°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	MERRITT ISLAND , FL (COI)	Type of Flight Plan Filed:	None
Destination:	MERRITT ISLAND , FL (COI)	Type of Clearance:	None
Departure Time:	17:15 Local	Type of Airspace:	

Airport Information

Airport:	MERRITT ISLAND COI	Runway Surface Type:	Macadam
Airport Elevation:	0 ft msl	Runway Surface Condition:	Wet
Runway Used:	11	IFR Approach:	None
Runway Length/Width:	4000 ft / 75 ft	VFR Approach/Landing:	None

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:	28.319919,-80.679168(est)

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: March 29, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=71665>

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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](#).