

National Transportation Safety Board  
Washington, DC 20594

Brief of Accident

Adopted 10/27/1995

MIA95LA149  
File No. 629                      06/11/1995                      MIAMI, FL                      Aircraft Reg No. N7631S                      Time (Local): 10:04 EDT

Make/Model:	BELLANCA / 8KCAB	Fatal	0	Serious	0	Minor/None	1
Engine Make/Model:	LYCOMING / AEIO-320-E1B	Crew	0	0	0	0	0
Aircraft Damage:	Substantial	Pass	0	0	0	0	0
Number of Engines:	1	Other	0	1	0	0	0
Operating Certificate(s):	None						
Type of Flight Operation:	Personal						
Reg. Flight Conducted Under:	Part 91: General Aviation						

Last Depart. Point:		Condition of Light:	Day
Destination:	Local Flight	Weather Info Src:	Weather Observation Facility
Airport Proximity:	Off Airport/Airstrip	Basic Weather:	Visual Conditions
		Lowest Ceiling:	3000 Ft. AGL, Broken
		Visibility:	15.00 SM
		Wind Dir/Speed:	120 / 006 Kts
		Temperature (°C):	29
		Precip/Obscuration:	None / None

Pilot-in-Command	Age: 46	Flight Time (Hours)	
Certificate(s)/Rating(s)		Total All Aircraft:	1982
Flight Instructor; Commercial; Multi-engine Land; Single-engine Land; Single-engine Sea		Last 90 Days:	46
Instrument Ratings		Total Make/Model:	68
Airplane		Total Instrument Time:	130

THE PILOT STATED THAT DURING CRUISE FLIGHT, SHORTLY AFTER ACTIVATION OF THE ALTERNATE AIR CONTROL, THE ENGINE LOST POWER AND ATTEMPTS TO RESTORE POWER WERE UNSUCCESSFUL. THE PILOT EXECUTED A FORCED LANDING ON A ROAD AND DURING THE LANDING ROLL, THE RIGHT WING OF THE AIRPLANE COLLIDED WITH A VEHICLE AND A TREE. EXAMINATION OF THE AIR INDUCTION SYSTEM REVEALED A PIECE OF PAPER IN THE SERVO FUEL INJECTOR AIR INLET. THE ENGINE WAS PLACED ON A TEST STAND, THE PAPER WAS REMOVED, AND THE ENGINE WAS STARTED AND FOUND TO OPERATE TO NEAR FULL RATED RPM. THE ONLY DISCREPANCY NOTED WAS EXCESSIVE MAGNETO DROP WHEN OPERATING ON THE RIGHT MAGNETO. THIS WAS DUE TO A BROKEN SLEEVE (INSULATOR) OF ONE OF THE IGNITION LEADS. REVIEW OF THE ENGINE LOGBOOK REVEALED THAT THE SERVO FUEL INJECTOR WAS REMOVED ON MAY 8, 1995, AND REINSTALLED 20 DAYS LATER. THE AIRPLANE HAD BEEN OPERATED FOR ABOUT 3.8 HOURS SINCE THE SERVO FUEL INJECTOR HAD BEEN REINSTALLED.

Brief of Accident (Continued)

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Occurrence #1:    LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL  
Phase of Operation: CRUISE - NORMAL

- Findings
1. (C) INDUCTION AIR DUCTING - BLOCKED(TOTAL)
  2. (C) MAINTENANCE, SERVICE OF AIRCRAFT/EQUIPMENT - INADEQUATE - OTHER MAINTENANCE PERSONNEL
  3. (C) INDUCTION AIR DUCTING - 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: LANDING - ROLL

- Findings
4. OBJECT - VEHICLE
  5. OBJECT - TREE(S)
  6. (F) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - ENCOUNTERED - PILOT IN COMMAND

Findings Legend: (C) = Cause, (F) = Factor

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The National Transportation Safety Board determines the probable cause(s) of this accident as follows.  
TOTAL BLOCKAGE OF THE AIR INDUCTION AT THE SERVO FUEL INJECTOR BY PAPER FROM AN UNDETERMINED SOURCE AND INADEQUATE MAINTENANCE SERVICING BY OTHER MAINTENANCE PERSONNEL. CONTRIBUTING TO THE ACCIDENT WAS UNSUITABLE TERRAIN ENCOUNTERED BY THE PILOT DURING THE FORCED LANDING.