

NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Washington, D.C. 20594

December 14, 2019

Engine Data Monitor

Factual Report
By Joshua Lindberg

1. EVENT SUMMARY

Location: Boca Raton, Florida
Date: September 11, 2019
Aircraft: Piper PA28-201T
Registration: N2890T
Operator: Private
NTSB Number: CEN19LA317

2. DETAILS OF INVESTIGATION

Preliminary report information:

On September 11, 2019, at 1032 EDT, a Piper PA-28 airplane, N2890T, impacted terrain near Boca Rotan, Florida, following a total loss of engine power. The airline transport rated pilot received minor injuries and one passenger received serious injuries. The airplane was destroyed. The airplane was registered to the pilot and operated as a 14 Code of Federal Regulations Part 91 personal flight. Visual meteorological conditions prevailed at the time of the accident. The local flight originated from Boca Raton Airport (BCT), Florida.

The pilot reported he departed BCT on a cross country flight with full fuel when the engine began running rough as the airplane reached about 500 ft. He returned to BCT and landed uneventfully. He troubleshot the engine problem with the assistance of a local mechanic and did not find any anomalies or perform any maintenance on the airplane. He elected to perform a local flight with the mechanic onboard. During climb-out the engine again began running rough as the airplane reached about 400 ft. The pilot initiated a turn back to the airport and the engine quit completely. The airplane hit trees and other obstacles as it descended.

The following device was downloaded:

Device Manufacturer/Model: J.P. Instruments, Inc. EDM 700/800
Serial Number: 19093
Part Number: EGT-701

2.1. Data Recovery

The device was undamaged and sent to the specialist for download. The device was downloaded normally using the manufacturer's software. Figure 1 shows the front of the device as received.



Figure 1 – Photo of undamaged EDM installed in the airplane.

2.2. Data Description

The device was powered on and the internal time was compared to the current time during download for accurate time comparison. The unit was about 6 hours and 9 minutes ahead of eastern daylight time.

The data extracted included 29 sessions from May 12, 2019 through September 11, 2019. There were three distinct sessions on September 11, 2019, including the accident flight, which was recorded from 15:23:16 EDT to 15:37:40 EDT (not corrected for actual time). The two previous sessions on the accident date were included in this report and the tabular data. Also, three sessions from August 8 and August 18, 2019, were included in the tabular data for comparison.

2.3. Tabular Data

The accident tabular data are included as Attachment 1 and the August 8 tabular data are included in Attachment 3. These attachments are provided in electronic comma-delimited (.CSV) format. The tabular data displays the uncorrected time in EDT.