



Aviation Investigation Final Report

Location:	FT. PIERCE, Florida	Accident Number:	MIA87LA039
Date & Time:	November 27, 1986, 18:00 Local	Registration:	N2507T
Aircraft:	NAVION H	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious, 1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT STATED THAT WHILE EN ROUTE TO BOCA RATON, FL, HE EXPERIENCED COMPLETE ELECTRICAL FAILURE NEAR LABELLE, FL. HE CONTINUED INBOUND BUT WHEN IN THE BOCA RATON AREA, ENCOUNTERED OTHER TRAFFIC AND BECAUSE OF THE CONGESTION DECIDED TO FLY NORTH ALONG THE COAST BUT ENCOUNTERED MORE TRAFFIC IN THE WEST PALM BEACH AND STUART AREA. STILL HEADING NORTHBOUND HE TRIED SWITCH TANKS TO TRANSFER FUEL. THE ENGINE QUIT AND WOULD NOT RESTART BECAUSE THERE WAS NO ELECTRICAL POWER TO RUN THE BOOST PUMP, SO HE DITCHED THE AIRCRAFT IN THE INDIAN RIVER NEAR FT. PIERCE, FL. POST CRASH EXAMINATION OF THE ELECTRICAL SYSTEM REVEALED THAT THE VOLTAGE REGULATOR WAS INOPERATIVE WHICH RESULTED IN THE ELECTRICAL FAILURE EXPERIENCED BY THE PLT.

Probable Cause and Findings

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

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: CRUISE

Findings

1. ELECTRICAL SYSTEM,VOLTAGE REGULATOR - INOPERATIVE

2. (F) ELECTRICAL SYSTEM - FAILURE, TOTAL
3. (F) FUEL SYSTEM, PUMP - INOPERATIVE

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

Findings

4. (F) FLUID, FUEL - STARVATION
5. JUDGMENT - POOR - PILOT IN COMMAND
6. (F) IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND

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

Occurrence #4: DITCHING
Phase of Operation: LANDING

Findings

7. TERRAIN CONDITION - WATER, GLASSY

Factual Information

Pilot Information

Certificate:	Private	Age:	59, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	January 8, 1985
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	407 hours (Total, all aircraft), 407 hours (Total, this make and model), 365 hours (Pilot In Command, all aircraft), 14 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	NAVION	Registration:	N2507T
Model/Series:	H H	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	NAV-4-2507
Landing Gear Type:	Retractable - Tricycle	Seats:	5
Date/Type of Last Inspection:	June 1, 1986 Annual	Certified Max Gross Wt.:	3233 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2640 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-520-B
Registered Owner:	LOUIS S. NAPPI	Rated Power:	185 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night/dark
Observation Facility, Elevation:	VRB ,17 ft msl	Distance from Accident Site:	170 Nautical Miles
Observation Time:	17:56 Local	Direction from Accident Site:	
Lowest Cloud Condition:	3500 ft AGL	Visibility	20 miles
Lowest Ceiling:	Overcast / 30000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	24°C / 20°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ST.PETERSBURG , FL (PIE)	Type of Flight Plan Filed:	VFR
Destination:	BOCA RATON , FL (BCT)	Type of Clearance:	VFR
Departure Time:	17:05 Local	Type of Airspace:	Class E

Airport Information

Airport:		Runway Surface Type:	Water
Airport Elevation:	0 ft msl	Runway Surface Condition:	Water-calm
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	0 ft / 0 ft	VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 1 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): Hill, Bruce

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=31831>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).