



Aviation Investigation Final Report

Location:	TITUSVILLE, Florida	Accident Number:	MIA87LA125
Date & Time:	April 2, 1987, 07:34 Local	Registration:	N25NA
Aircraft:	NORTH AMERICAN B-25-J	Aircraft Damage:	Substantial
Defining Event:		Injuries:	6 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT STATED THAT HE WAS IN THE VICINITY OF MELBOURNE FL WHEN THE RIGHT ENGINE FAILED. HE SECURED THE RIGHT ENGINE AND TURNED BACK TOWARDS NEW SMYRNA BEACH, BUT AS HE WAS NEARING TICO AIRPORT THE LEFT ENGINE ALSO FAILED. THE PILOT, REALIZING HE WAS NOT GOING TO MAKE THE AIRPORT, ELECTED TO LAND IN A POND NEXT TO I-95 NEAR TITUSVILLE, FL. POST CRASH EXAMINATION OF THE ENGINES REVEALED THAT BOTH ENGINES FAILED INTERNALLY IN THE REAR BANK AREA. NO EXACT DETERMINATION OF THE ORIGIN OF THE FAILURES COULD BE MADE DUE TO THE AMOUNT OF DAMAGE DONE DURING THE FAILURE SEQUENCE.

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(TOTAL) - MECH FAILURE/MALF
Phase of Operation: CRUISE

Findings

1. (C) ENGINE ASSEMBLY - FAILURE, TOTAL

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: DITCHING
Phase of Operation: LANDING

Factual Information

Pilot Information

Certificate:	Commercial	Age:	43, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	15000 hours (Total, all aircraft), 24 hours (Total, this make and model), 15000 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	NORTH AMERICAN	Registration:	N25NA
Model/Series:	B-25-J B-25-J	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Limited (Special)	Serial Number:	44-86725
Landing Gear Type:	Retractable - Tricycle	Seats:	
Date/Type of Last Inspection:	March 23, 1987 Annual	Certified Max Gross Wt.:	33500 lbs
Time Since Last Inspection:	2 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	3225 Hrs	Engine Manufacturer:	WRIGHT
ELT:	Installed, not activated	Engine Model/Series:	2600
Registered Owner:	DOAN HELICOPTER INC.	Rated Power:	1500 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:	Day
Observation Facility, Elevation:	TIX ,35 ft msl	Distance from Accident Site:	3 Nautical Miles
Observation Time:	06:50 Local	Direction from Accident Site:	300°
Lowest Cloud Condition:	Clear	Visibility	7 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	7°C / 7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	NEW SMYRNA BCH , FL (34J)	Type of Flight Plan Filed:	VFR
Destination:	WALKERS CAY , OF (MYAW)	Type of Clearance:	None
Departure Time:	00:00 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:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	4 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	6 None	Latitude, Longitude:	28.579492,-80.820442(est)

Administrative Information

Investigator In Charge (IIC): Hill, Bruce

Additional Participating Persons:

Original Publish Date: May 2, 1988

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=31887>

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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](#).