



Aviation Investigation Final Report

Location:	VERO BEACH, Florida	Accident Number:	MIA89LA038
Date & Time:	November 19, 1988, 14:20 Local	Registration:	N5422K
Aircraft:	RYAN NAVION B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT STATED THAT DRG FLT, THE ENG LOST POWER & HE WAS UNABLE TO RESTART IT. DRG A FORCED LANDING IN A FIELD, THE ACFT STRUCK THREE COWS THAT WERE IN A RAVINE & MOVED IN FRONT OF THE ACFT AS IT WAS APCHG TO LAND. A POST ACDNT EXAM OF THE ACFT REVEALED THERE WAS WATER & OTHER CONTAMINATION IN THE FUEL SYSTEM.

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) - NONMECHANICAL
Phase of Operation: CRUISE

Findings

1. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. (C) FLUID,FUEL - CONTAMINATION
3. (C) FLUID,FUEL - WATER

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING

Findings

4. (F) OBJECT - ANIMAL(S)

Factual Information

Pilot Information

Certificate:	Private	Age:	42, 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 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	August 30, 1988
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	2200 hours (Total, all aircraft), 179 hours (Total, this make and model), 2100 hours (Pilot In Command, all aircraft), 100 hours (Last 90 days, all aircraft), 60 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	RYAN	Registration:	N5422K
Model/Series:	NAVION B NAVION B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	NAV-4-2322B
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	3400 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:		Engine Model/Series:	GO-435
Registered Owner:	W.C. VOGAN	Rated Power:	260 Horsepower
Operator:	VOGAN, W.C.	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:	VRB ,24 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	13:50 Local	Direction from Accident Site:	360°
Lowest Cloud Condition:	Scattered / 2000 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	13 knots / 22 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	130°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	28°C / 19°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	FORT PIERCE , FL (FPR)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	14:00 Local	Type of Airspace:	Class E

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:	0 ft msl	Runway Surface Condition:	
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 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	27.639474,-80.389328(est)

Administrative Information

Investigator In Charge (IIC): Hill, Bruce

Additional Participating Persons:

Original Publish Date: November 28, 1989

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=32362>

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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](#).