



Aviation Investigation Final Report

Location:	NEW SMYRNA BCH, Florida	Accident Number:	MIA99LA044
Date & Time:	December 13, 1998, 14:10 Local	Registration:	N5913N
Aircraft:	Rockwell 114A	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot was performing touch and go landings to runway 29 with the winds reported to be 210 degrees at 6 knots, gusting to 13 knots. Observers stated that the aircraft was low and collided with scrub brush and a road sign outside the airport boundary, dug a left wing tip in the dirt, and commenced a cartwheel onto the airport and burned.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilots failure to maintain adequate altitude clearance with the terrain during final approach, and the subsequent collision with high vegetation and a road sign.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (C) ALTITUDE/CLEARANCE - MISJUDGED - PILOT IN COMMAND
2. TERRAIN CONDITION - HIGH VEGETATION
3. OBJECT - SIGN

Factual Information

On December 13, 1998, about 1410 eastern standard time, a Rockwell AC 114A, N5913N, registered to a private individual, operating as a Title 14 CFR Part 91 personal flight, crashed while on final approach to New Smyrna Beach Municipal Airport, New Smyrna Beach, Florida. Visual meteorological conditions prevailed and no flight plan was filed. The private-rated pilot, a German citizen and sole occupant, received serious injuries, and the airplane was destroyed by postcrash fire. The flight originated from the same airport about 1 hour before the accident.

According to the pilot, he sustained a concussion and remembers nothing about the flight. During an interview with the pilot on December 15, 1998, he was able to remember that he ordered the fuel tanks be topped off at a fixed-base operator (FBO), on New Smyrna Beach Municipal Airport, the day before the accident. Fuel receipts from that FBO confirms he took on 37.5 gallons on December 12, 1998. He also remembered getting his high performance/complex aircraft endorsement from a CFI at North Perry Airport before renting the aircraft on December 10, 1998. He did remember his intention was to practice instrument approaches at Daytona Beach International Airport the day of the accident.

According to the FAA inspector's statement, the pilot was conducting touch-and-go landings for about 1 hour before the accident. The pilot had rented the airplane from the registered owner, William Conroy, Fort Lauderdale, Florida, on December 10, 1998, had obtained his high performance/complex endorsement and began a cross-country, multiday flight that originated from North Perry Airport, Hollywood, Florida, to Tampa International, to Orlando's Executive Airport, to New Smyrna Beach.

According to witnesses, the airplane was observed performing touch-and-go landings to runway 29, when it appeared to go low on approach, collided with scrub brush growing outside the airport boundary, hit a road sign, cartwheeled through the airport perimeter fence, and came to rest and burned inside the airport boundary. The engine was developing power before impact with the brush. One witness heard takeoff power being applied seconds before the crash.

Pilot Information

Certificate:	Private	Age:	28, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	November 12, 1997
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	130 hours (Total, all aircraft), 10 hours (Total, this make and model), 100 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Rockwell	Registration:	N5913N
Model/Series:	114A 114A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	14530
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	3160 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2166 Hrs	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	IO-540-T4B5D
Registered Owner:		Rated Power:	260 Horsepower
Operator:	WILLIAM CONROY	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:	DAB ,35 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	14:07 Local	Direction from Accident Site:	330°
Lowest Cloud Condition:	Scattered / 2500 ft AGL	Visibility	3 miles
Lowest Ceiling:	Broken / 3600 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	6 knots / 17 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	27°C / 22°C
Precipitation and Obscuration:	N/A - None - Haze		
Departure Point:	(EVB)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	13:10 Local	Type of Airspace:	Class E

Airport Information

Airport:	NEW SYMRNA BEACH MUNI EVB	Runway Surface Type:	Asphalt
Airport Elevation:	12 ft msl	Runway Surface Condition:	Wet
Runway Used:	29	IFR Approach:	None
Runway Length/Width:	4300 ft / 100 ft	VFR Approach/Landing:	Touch and go;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:		Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	29.020702,-80.919433(est)

Administrative Information

Investigator In Charge (IIC):	Stone, Alan
Additional Participating Persons:	LARRY ENLOW; ORLANDO , FL
Original Publish Date:	February 16, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=45469

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