



Aviation Investigation Final Report

Location:	ORMOND BEACH, Florida	Accident Number:	ATL99LA117
Date & Time:	August 13, 1999, 17:43 Local	Registration:	N5503M
Aircraft:	Quicksilver GT-500	Aircraft Damage:	Substantial
Defining Event:		Injuries:	N/A
Flight Conducted Under:	Part 91: General aviation		

Analysis

According to the FAA, the owner of the airplane was not aware that it had been flown in the last two days. Witnesses who found the airplane reported that the engine was cold. The airplane sustained wing and landing gear damage. According to the police report, the airplane was discovered by a neighbor of the property owner. The airplane was found abandoned. The airplane owner stated that the last time he saw the airplane was on August 11 when it was secured in his hangar at the Ormond Beach Airport. Upon investigation, the police found the hangar doors closed and the padlock unsecured. According to the airplane owner, only he and Sunrise Aviation had keys to the padlock and the key to the airplane was in the airplane. He reported that no one had permission to use his airplane.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The in-flight collision with an object for an undetermined reasons. A factor was the stolen/unauthorized use of the airplane.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: UNKNOWN

Findings

1. (C) STOLEN AIRCRAFT/UNAUTHORIZED USE

Factual Information

On August 13, 1999, at 1743 eastern daylight time, a Quicksilver GT-500, N5503M, was found damaged and abandoned in a field in Ormond Beach, Florida. The nature of the flight is unknown. The weather conditions at the time of the accident are unknown. The airplane sustained substantial damage and no injuries were reported. The flight departed Ormond Beach, Florida, at an undetermined time.

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Pilot Information

Certificate:		Age:	U
Airplane Rating(s):		Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):		Second Pilot Present:	
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Unknown Unknown	Last FAA Medical Exam:	
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	Quicksilver	Registration:	N5503M
Model/Series:	GT-500 GT-500	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Experimental (Special)	Serial Number:	GT5-X0110
Landing Gear Type:	Tricycle	Seats:	
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Bombardier
ELT:	Installed, activated	Engine Model/Series:	ROTAX 912
Registered Owner:	RONALD E. LUNZAR	Rated Power:	80 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Unknown	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	(OMN)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	
Departure Time:	00:00 Local	Type of Airspace:	Class E

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Wilson, Butch
Additional Participating Persons:	RICK SHEPPARD; ORLANDO , FL
Original Publish Date:	August 3, 2000
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=47049

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](#).