



# **Aviation Investigation Final Report**

Location: DAYTONA BCH SH, Florida Accident Number: MIA00LA251

Date & Time: August 26, 2000, 08:40 Local Registration: N5117K

Aircraft: Ryan NAVION A Aircraft Damage: Substantial

**Defining Event:** 3 Minor

Flight Conducted Under: Part 91: General aviation - Personal

#### **Analysis**

The pilot stated that while he was in level flight at 1,000 feet the engine ceased operating, and he turned the aircraft toward the beach, "lined up with DBIA runway 27", and tried to restart the aircraft engine. He said he tried to restart the engine two times, but did not have any success, so he landed about 150 yards from the shore, in about 11 feet of water. The aircraft was recovered after about two days in the ocean, and an FAA inspector and a representative from the engine manufacturer conducted a postaccident examination of the aircraft. According to the inspector and the manufacturer's representative, the examination did not reveal any evidence of any preexisting mechanical malfunctions. In addition, the NTSB examined the carburetor, electric boost fuel pump, and the engine driven fuel pump, and no anomalies were found.

#### **Probable Cause and Findings**

The National Transportation Safety Board determines the probable cause(s) of this accident to be: a loss of engine power due to undetermined reasons, that resulted in the aircraft being ditched.

#### **Findings**

Occurrence #1: LOSS OF ENGINE POWER

Phase of Operation: CRUISE

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

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Occurrence #2: DITCHING Phase of Operation: LANDING - FLARE/TOUCHDOWN

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#### **Factual Information**

On August 26, 2000, about 0840 eastern daylight time, a Ryan Navion A, N5117K, registered to, and operated by Spruce Creek Fly-In Aviation Inc., as a Title 14 CFR Part 91 personal flight, ditched into the ocean off Daytona Beach Shores, Florida, following a loss of engine power. Visual meteorological conditions prevailed, and no flight plan was filed. The aircraft incurred substantial damage, and the private-rated pilot and two passengers received minor injuries. The flight originated in Spruce Creek, Florida, the same day, about 0815.

The pilot stated that he had conducted a preflight inspection on the accident aircraft, and had taken off, proceeding north, paralleling the beach at 1,000 feet mean seal level (MSL). The pilot stated that when he was directly abeam Daytona Beach International Airports' east/west runway, the engine ceased operating, and he turned the aircraft toward the beach, "lined up with DBIA runway 27", and tried to restart the aircraft engine. He said he tried to restart the engine two times but did not have any success. According to the pilot, he then set himself up for, and executed a landing about 150 yards from the shore, in about 11 feet of water.

Both passengers who were on board the aircraft stated that they had been airborne, and was proceeding north, about 1/2 mile off the coast, heading toward St. Augustine. The passengers further stated that without warning, the engine "lost" power, and the pilot established a glide, while attempting to restart the engine, using "throttle, carb heat, boost pumps and primer." According to the passengers, all attempts to restart the engine were unsuccessful, so pilot turned the aircraft toward the coast, and while avoiding nearby swimmers, executed a water landing.

Several witnesses on the land and in the water stated that they observed the aircraft, and that its engine had not been operating during the glide and water landing.

The aircraft had crashed off Daytona Beach Shores, in about 11 feet of water, and in contrast to the NTSB's request that it be recovered to the beach, promptly loaded, and removed to a secure facility for examination, local officials directed that the aircraft be towed several miles at sea, and be secured at the Coast Guard station instead. During maritime tow operations, the tow broke, and the aircraft sank in over 35 feet of water. The following day the aircraft was recovered to the Coast Guard station, after being in the ocean for about two days.

An FAA inspector and a representative from the engine manufacturer examined the aircraft wreckage, and the examination revealed that the aircraft's empennage had separated from the main wreckage, and there had been additional damage to the wreckage as a result of towing operations. According to the inspector, the examination did not reveal the presence of any preexisting mechanical malfunction. The inspector retained the carburetor, electric boost

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fuel pump, and the engine driven fuel pump for further examination, and the examination, which was conducted by the NTSB, did not reveal any anomalies.

#### **Pilot Information**

Certificate:	Private	Age:	69,Male
Airplane Rating(s):	Single-engine land; Multi-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 Medicalw/ waivers/lim	Last FAA Medical Exam:	March 4, 1999
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	2500 hours (Total, all aircraft), 200 hours (Total, this make and model), 2500 hours (Pilot In Command, all aircraft), 25 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 10 hours (Last 24 hours, all aircraft)		

### **Aircraft and Owner/Operator Information**

Aircraft Make:	Ryan	Registration:	N5117K
Model/Series:	NAVION A NAVION A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	NAV-4-2017
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	April 16, 2000 Annual	Certified Max Gross Wt.:	2750 lbs
Time Since Last Inspection:	20 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2480 Hrs	Engine Manufacturer:	Continental
ELT:	Installed	Engine Model/Series:	E-185-9
Registered Owner:	SPRUCE CREEK FLY-IN AVIATION	Rated Power:	205 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

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### 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:	5 Nautical Miles
Observation Time:	08:53 Local	Direction from Accident Site:	250°
<b>Lowest Cloud Condition:</b>	Clear	Visibility	10 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:	75°C / 72°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	SPRUCE CREEK , FL (7FL6)	Type of Flight Plan Filed:	None
Destination:	ST. AUGUSTINE , FL (SGJ )	Type of Clearance:	None
Departure Time:	08:15 Local	Type of Airspace:	Class E

## **Airport Information**

Airport:		Runway Surface Type:	
Airport Elevation:		<b>Runway Surface Condition:</b>	Water-choppy
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced landing

### **Wreckage and Impact Information**

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	2 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 Minor	Latitude, Longitude:	

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#### **Administrative Information**

Investigator In Charge (IIC): Lovell, John **Additional Participating** J PYTLARZ; ORLANDO , FL Persons: JOHN V BURES; FT. MYERS , FL **Original Publish Date:** December 4, 2001 **Last Revision Date:** Investigation Class: Class The NTSB traveled to the scene of this accident. Note: **Investigation Docket:** https://data.ntsb.gov/Docket?ProjectID=50100

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.

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