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:		**Injuries:**	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

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

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

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 Medical--w/ 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:**	

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°
Lowest Cloud Condition:	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:		**Runway Surface Condition:**	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:**	

Administrative Information

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