



# Aviation Investigation Final Report

<b>Location:</b>	Palm Beach, Florida	<b>Accident Number:</b>	ATL01LA072
<b>Date &amp; Time:</b>	July 5, 2001, 19:57 Local	<b>Registration:</b>	N5265K
<b>Aircraft:</b>	Ryan Navion B	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

A Ryan Navion B made a forced landing on a beach in Palm Beach, Florida, and flipped inverted. The airframe and engine assembly sustained extensive salt water damage. The exact fuel quantity at the time of the accident was not determined.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Loss of engine power for undetermined reasons.

### Findings

Occurrence #1: LOSS OF ENGINE POWER  
Phase of Operation: MANEUVERING

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

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Occurrence #2: FORCED LANDING

Phase of Operation: MANEUVERING

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Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: EMERGENCY LANDING

Findings

2. MAINTENANCE, ANNUAL INSPECTION - NOT PERFORMED - FBO PERSONNEL

## Factual Information

On July 05, 2001, at 1957 eastern daylight time, a Ryan Navion B, N5265K, lost engine power and landed on a beach in Palm Beach, Florida. The personal flight was conducted by the pilot under provisions of Title 14 CFR 91 with no flight plan filed. Visual weather conditions prevailed at the time of the accident. The airplane was substantially damaged, and the commercial pilot received minor injuries. The flight departed Lantana Airport in West Palm Beach, Florida, at 1855 eastern daylight time.

According to the pilot, he was flying the airplane around the traffic pattern at Lantana Airport to break-in a recently installed rebuilt engine. The pilot then stated he departed the pattern due to traffic at the airport. He flew approximately 4 miles from the airport at 3500 feet. While returning to the airport, the pilot stated he lost fuel pressure over the shoreline. The engine then ran intermittently and stopped running. He then made an emergency landing on a beach near the airport, and, during landing roll, the airplane flipped inverted.

The pilot stated the airplane had 20 gallons of fuel on board at takeoff. He also stated that he was told by the FBO operator to ground run and leak check the airplane, and, if everything looked good, test fly the airplane and begin the break-in process of the engine.

According to the repair station, the pilot asked two of its maintenance personnel if the airplane was fit for flight. The mechanics told him he would have to ask the mechanic who worked on the airplane. The repair station stated that during the time the airplane had been in the maintenance facility, ongoing repairs were being made as a result of an annual inspection. There were no logbook entries returning the airplane to service. The last annual inspection was completed on May 1, 2000.

Examination of the aircraft records revealed the airplane was capable of holding 40 gallons of fuel. On July 4, 2001, the airplane had been refueled with 39.5 gallons of fuel. When the airplane arrived at the maintenance facility, the tachometer showed 242.3 hours. At the time of the accident, the tachometer showed 246.2 hours. No fuel was found in the airplane at the scene of the accident.

The airframe and engine assembly sustained extensive salt water damage. No examination of the engine was conducted. The exact fuel quantity at the time of the accident was not determined.

## Co-pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	45, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	December 6, 2000
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	July 12, 2000
<b>Flight Time:</b>	560 hours (Total, all aircraft), 250 hours (Total, this make and model), 515 hours (Pilot In Command, all aircraft), 8 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Ryan	<b>Registration:</b>	N5265K
<b>Model/Series:</b>	Navion B	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	2321
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	June 13, 2001 Annual	<b>Certified Max Gross Wt.:</b>	2950 lbs
<b>Time Since Last Inspection:</b>	3 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2500 Hrs at time of accident	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	GO-435C-2
<b>Registered Owner:</b>	Peter J. Colucci	<b>Rated Power:</b>	260 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Dawn
<b>Observation Facility, Elevation:</b>	PBI,18 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	19:53 Local	<b>Direction from Accident Site:</b>	0°
<b>Lowest Cloud Condition:</b>	Scattered / 8000 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Broken / 20000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	8 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	140°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.06 inches Hg	<b>Temperature/Dew Point:</b>	29°C / 23°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Palm Beach , FL (LNA )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	13:50 Local	<b>Type of Airspace:</b>	Class E

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	26.719888,-80.069709(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Powell, Phillip
<b>Additional Participating Persons:</b>	Steve Carr; Ft. Lauderdale FSDO; Ft. Lauderdale , FL
<b>Original Publish Date:</b>	February 20, 2002
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=53234">https://data.ntsb.gov/Docket?ProjectID=53234</a>

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