



# Aviation Investigation Final Report

<b>Location:</b>	Marco Island, Florida	<b>Accident Number:</b>	MIA07LA043
<b>Date &amp; Time:</b>	January 23, 2007, 14:45 Local	<b>Registration:</b>	N4456K
<b>Aircraft:</b>	Ryan Navion	<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

The pilot stated that he took off on runway 17, established a climb, and retracted the landing gear. He said that the engine then started running rough, and he had used up about half of the runway, and was too high for a normal flap landing, so he executed a "sharp" slip to the left. He said he then dropped the landing gear, but the airplane touched down before the landing gear locked. The airplane slid along the runway and veered to the right, impacting a VASI light, incurring damage. A postcrash examination of the accident airplane was performed by an FAA licensed airframe and powerplant mechanic, with an inspection authorization rating, and the examination revealed no anomalies.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A reported loss of engine power shortly after takeoff for undetermined reasons.

## Findings

Occurrence #1: LOSS OF ENGINE POWER  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

-----

Occurrence #2: FORCED LANDING

Phase of Operation: EMERGENCY DESCENT/LANDING

-----

Occurrence #3: GEAR COLLAPSED

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

2. LANDING GEAR - NOT DEPLOYED

## Factual Information

On January 23, 2007, about 1445 eastern standard time, a Ryan Navion, N4456K, registered to and operated by a private individual, as a Title 14 CFR part 91 personal flight incurred damage when the pilot attempted to make a precautionary landing at Marco Island, Florida. Visual meteorological conditions prevailed, and no flight plan was filed. The airplane incurred substantial damage, and the pilot was not injured. The flight was originating at the time of the accident.

The pilot stated that after performing his preflight check, he took off on runway 17, established a climb, and retracted the landing gear. He said that the engine then started running rough, and he had used up about half of the runway, was too high for a normal flap landing, and there was a mangrove swamp beyond the runway, so he executed a "sharp" slip to the left. He said he then dropped the landing gear, but the airplane touched down before the landing gear locked. The airplane slid along the runway and veered to the right, impacting a VASI light, incurring damage.

A postcrash examination of the accident airplane was performed by an FAA licensed airframe and powerplant mechanic, with an inspection authorization rating, and the examination revealed no anomalies.

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	74, 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>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2	<b>Last FAA Medical Exam:</b>	July 1, 2006
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	August 1, 2006
<b>Flight Time:</b>	3600 hours (Total, all aircraft), 2900 hours (Total, this make and model), 3600 hours (Pilot In Command, all aircraft), 50 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Ryan	<b>Registration:</b>	N4456K
<b>Model/Series:</b>	Navion	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	NAV-4-1456
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	December 1, 2006 100 hour	<b>Certified Max Gross Wt.:</b>	3090 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	4065 Hrs at time of accident	<b>Engine Manufacturer:</b>	Teledyne Continental
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	E-225-4
<b>Registered Owner:</b>	Richard A. Sherman	<b>Rated Power:</b>	225 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>	Day
<b>Observation Facility, Elevation:</b>	APF,9 ft msl	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	14:53 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Broken / 1800 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	13 knots / 0 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	180°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.97 inches Hg	<b>Temperature/Dew Point:</b>	27°C / 21°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Marco Island, FL (MKY )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	(MKY )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	14:45 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	Marco Island Executive MKY	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	17	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	5000 ft / 100 ft	<b>VFR Approach/Landing:</b>	Precautionary landing

## 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>	25.995,-81.6725

## Administrative Information

**Investigator In Charge (IIC):** Lovell, John

**Additional Participating Persons:** Arlander Barker; FAA FSDO; Miami, FL

**Original Publish Date:** November 29, 2007

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=65260>

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](#).