



National Transportation Safety Board Aviation Accident Data Summary

Location:	NEW SMYRNA BCH, FL	Accident Number:	MIA97FA152
Date & Time:	05/02/1997, 1313 EDT	Registration:	N5057F
Aircraft:	Bellanca 8KCAB	Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

While circling flying southbound, the engine was heard to run for about 4-5 seconds then quit for about 2-4 seconds with the cycle repeated. An approximate 600-acre sod farm was located 1.29 nautical miles west of the location of the airplane at that time. The airplane was observed to continue flying southbound while circling then the airplane was observed flying low over trees and circled 2 times over a field sparsely occupied by trees. The airplane then rolled inverted and impacted the ground slightly inverted. Examination of the flight controls revealed no evidence of preimpact failure or malfunction. Examination of the engine revealed that the mixture control cable was separated from the control arm at the servo fuel injector. A non-aviation washer was used in the mixture control cable installation and was found failed. The cable attach hardware was in place. No engine mechanical failure or malfunction was noted. Bench testing of the impact damaged servo fuel injector revealed the fuel flow to momentarily remain high when the throttle was reduced. Disassembly of the servo revealed that the fuel diaphragm stem was bent. The fuel servo was last overhauled in 1991, and the fuel diaphragm was reportedly replaced at that time but the part number of the installed unit at the time of the accident was not the same as the diaphragm after replacement.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: an in flight loss of control for undetermined reasons.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: MANEUVERING

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT

Pilot Information

Certificate:	Airline Transport; Commercial	Age:	61
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	22500 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Bellanca	Registration:	N5057F
Model/Series:	8KCAB 8KCAB	Engines:	1 Reciprocating
Operator:	LESTER H. & MARGARET A. MAY	Engine Manufacturer:	Lycoming
Operating Certificate(s) Held:	None	Engine Model/Series:	AEIO-320-E2B
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	DAB, 35 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	3 knots / , Variable
Temperature:	27° C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	DAYTONA BEACH, FL (44J)	Destination:	

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC):	TIMOTHY W MONVILLE	Adopted Date:	11/06/1998
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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