



National Transportation Safety Board Aviation Accident Final Report

Location:	DAYTONA BEACH, FL	Accident Number:	MIA84LA158
Date & Time:	05/01/1984, 1500 EDT	Registration:	N65676
Aircraft:	BOEING A75L300	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Other Work Use		

Analysis

THE ACFT LOST POWER WHILE THE PLT WAS TOWING A BANNER OVER WATER. HE WAS UNABLE TO RESTART THE ENG & SUBSEQUESNTLY DITCHED THE ACFT IN THE OCEAN NEAR DAYTONA BEACH, FL. THE PLT ELECTED TO KEEP THE BANNER ATTACHED TO THE ACFT TO KEEP THE PLANE FROM FLIPPING OVER DURING IMPACT. ACCORDING TO HIM, THE ACFT FUEL SYS WAS NOT EQUIPPED WITH A SUMP DRAIN & FUEL CONTAMINATION WAS PRESENT WITHIN THE SYS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: MANEUVERING

Findings

1. (C) FUEL SYSTEM,DRAIN - LACK OF
 2. AIRCRAFT PREFLIGHT - NOT POSSIBLE
 3. (C) FLUID,FUEL - CONTAMINATION
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Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Findings

4. LOAD JETTISON - NOT PERFORMED - PILOT IN COMMAND
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Occurrence #3: DITCHING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Factual Information

Pilot Information

Certificate:	Commercial	Age:	30, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Rear
Other Aircraft Rating(s):	Helicopter	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	06/11/1983
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	4249 hours (Total, all aircraft), 200 hours (Total, this make and model), 4130 hours (Pilot In Command, all aircraft), 228 hours (Last 90 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BOEING	Registration:	N65676
Model/Series:	A75L300 A75L300	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Restricted	Serial Number:	75-7524
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2717 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	P&W
ELT:	Not installed	Engine Model/Series:	R-985
Registered Owner:	SNYDER AERO ADVERTISING	Rated Power:	450 hp
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	DAB, 35 ft msl	Distance from Accident Site:	3 Nautical Miles
Observation Time:	1447 EDT	Direction from Accident Site:	270°
Lowest Cloud Condition:	Scattered / 2500 ft agl	Visibility	7 Miles
Lowest Ceiling:	Overcast / 30000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	12 knots / 12 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	50°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-18°C / 27°C
Precipitation and Obscuration:			
Departure Point:	NEW SMYRNA, FL (34J)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1245 EDT	Type of Airspace:	Class G

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	LUIS CARMONA	Report Date:	
Additional Participating Persons:			
Publish Date:			
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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).