



National Transportation Safety Board Aviation Accident Final Report

Location:	JACKSONVILLE, FL	Accident Number:	MIA82DA029
Date & Time:	01/01/1982, 1950 EST	Registration:	N3906K
Aircraft:	NORTH AMERICAN NAVION L-17B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE FLIGHT EXPERIENCED ENGINE ROUGHNESS AND A DROP IN OIL PRESSURE WHILE IN INSTRUMENT WEATHER CONDITIONS. THE PILOT ELECTED TO MAKE A PRECAUTIONARY LANDING AND WAS VECTORED TO RUNWAY 7. THE PREVAILING WEATHER WAS SKY OBSCURED, CEILING AND VISIBILITY ZERO. THE PILOT LINED UP ON THE HIGH INTENSITY APPROACH LIGHTS BUT COULD NOT SEE THE RUNWAY LIGHTS. THE AIRCRAFT COLLIDED WITH TREES ABOUT 500 FEET LEFT OF THE RUNWAY AND 2/3RDS OF THE WAY DOWN THE RUNWAY. THE LAST ANNUAL INSPECTION OF THE AIRCRAFT WAS ACCOMPLISHED ON 8/30/80. EXAMINATION OF THE ENGINE REVEALED A BROKEN COMPRESSION RING ON ONE OF THE CYLINDERS.

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(PARTIAL) - MECH FAILURE/MALF
Phase of Operation: CRUISE - NORMAL

Findings

1. (C) ENGINE ASSEMBLY,CYLINDER - FAILURE,PARTIAL
2. (F) MAINTENANCE,ANNUAL INSPECTION - NOT OBTAINED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: APPROACH

Findings

3. (F) PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
4. (F) WEATHER CONDITION - FOG
5. (F) PROPER ALIGNMENT - NOT POSSIBLE - PILOT IN COMMAND
6. (F) WEATHER CONDITION - BELOW APPROACH/LANDING MINIMUMS
7. (F) WEATHER CONDITION - LOW CEILING
8. OBJECT - TREE(S)

Factual Information

Pilot Information

Certificate:	Commercial	Age:	55, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	09/21/1982
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	2740 hours (Total, all aircraft), 1000 hours (Total, this make and model), 2250 hours (Pilot In Command, all aircraft), 21 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	NORTH AMERICAN	Registration:	N3906K
Model/Series:	NAVION L-17B NAVION L-1	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	1676
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2750 lbs
Time Since Last Inspection:	102 Hours	Engines:	1 Reciprocating
Airframe Total Time:	4206 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	E-225
Registered Owner:	SAFETY DEVICES INC.	Rated Power:	225 hp
Operator:	SAFETY DEVICES INC.	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	JAX, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1952	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	0 Miles
Lowest Ceiling:	Obscured / 0 ft agl	Visibility (RVR):	1400 ft
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	110°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	58° C / 0° C
Precipitation and Obscuration:			
Departure Point:	MELBOURNE, FL (MLB)	Type of Flight Plan Filed:	IFR
Destination:	SAVANNAH, GA (SAV)	Type of Clearance:	
Departure Time:	1835	Type of Airspace:	

Airport Information

Airport:	JACKSONVILLE INTL (JAX)	Runway Surface Type:	Asphalt
Airport Elevation:	0 ft	Runway Surface Condition:	
Runway Used:	7	IFR Approach:	Localizer Only
Runway Length/Width:	8000 ft / 150 ft	VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	2 Minor	Aircraft Fire:	In-Flight
Ground Injuries:	N/A	Aircraft Explosion:	In-Flight
Total Injuries:	3 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Report Date:	01/01/1982
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 pubinq@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](#).