



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	JACKSONVILLE, FL	<b>Accident Number:</b>	MIA82DA029
<b>Date &amp; Time:</b>	01/01/1982, 1950 EST	<b>Registration:</b>	N3906K
<b>Aircraft:</b>	NORTH AMERICAN NAVION L-17B	<b>Injuries:</b>	3 Minor
<b>Flight Conducted Under:</b>	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

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
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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)

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	55
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>		<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	NORTH AMERICAN	<b>Registration:</b>	N3906K
<b>Model/Series:</b>	NAVION L-17B NAVION L-1	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	SAFETY DEVICES INC.	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>Operating Certificate(s) Held:</b>		<b>Engine Model/Series:</b>	E-225
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Instrument Conditions	<b>Condition of Light:</b>	Night/Dark
<b>Observation Facility, Elevation:</b>	JAX, 0 ft msl	<b>Weather Information Source:</b>	Unknown
<b>Lowest Ceiling:</b>	Obscured / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	6 knots / , 110°
<b>Temperature:</b>	58° C	<b>Visibility</b>	0 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	MELBOURNE, FL (MLB)	<b>Destination:</b>	SAVANNAH, GA (SAV)

## Airport Information

<b>Airport:</b>	JACKSONVILLE INTL (JAX)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	7	<b>Runway Surface Condition:</b>	
<b>Runway Length/Width:</b>	8000 ft / 150 ft		

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):

Adopted Date: 01/01/1982

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](mailto: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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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.