



National Transportation Safety Board

Aviation Accident Data Summary

Location:	Fountain, FL	Accident Number:	MIA07LA050
Date & Time:	02/17/2007, 1350 CST	Registration:	N6641V
Aircraft:	Bellanca 17-30A	Injuries:	2 Serious
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The airplane experienced an electrical short and total loss of engine power during cruise flight. Examination of the wreckage revealed that the airplane's left engine exhaust muffler fractured resulting in an exhaust leak. The nacelle electrical wiring run was proximate to the leak, resulting in a nose landing gear indication discrepancy and the magneto "P" leads to ground out. The total loss of engine power forced an off airport landing into trees. The inspection procedures in the Airworthiness Directive for the exhaust system were inadequate to detect the crack in the aft section of the muffler.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A loss of engine power due to a cracked engine exhaust muffler. Contributing to the accident were the inadequate inspection procedures of the muffler system and the routing of the "P" leads wiring for the magnetos.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation: CRUISE

Findings

1. EXHAUST SYSTEM,MUFFLER - CRACKED
2. (F) PROCEDURE INADEQUATE - FAA(OTHER/ORGANIZATION)
3. (F) IGNITION SYSTEM,MAGNETO GROUNDING LEAD (P-LEAD) - OTHER
4. EXHAUST SYSTEM,MUFFLER - SEPARATION
5. ELECTRICAL SYSTEM,ELECTRIC WIRING - BURNED

Occurrence #2: FORCED LANDING
Phase of Operation: EMERGENCY DESCENT/LANDING

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: EMERGENCY LANDING

Findings

6. OBJECT - TREE(S)
7. (C) MISCELLANEOUS

Pilot Information

Certificate:	Private	Age:	61
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	400 hours (Total, all aircraft), 200 hours (Total, this make and model), 400 hours (Pilot In Command, all aircraft), 8 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Bellanca	Registration:	N6641V
Model/Series:	17-30A	Engines:	1 Reciprocating
Operator:	On file	Engine Manufacturer:	Continental
Operating Certificate(s) Held:	None	Engine Model/Series:	520-K
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:	PAM, 17 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	10 knots / 18 knots, 260°
Temperature:	14° C	Visibility	7 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Tallahassee, FL (68J)	Destination:	Fairhope, AL (4R4)

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Serious	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:	30.756667, -85.821944		

Administrative Information

Investigator In Charge (IIC):	Jose Obregon	Adopted Date:	08/28/2008
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 pubin@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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