



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Key West, FL	<b>Accident Number:</b>	NYC08LA116
<b>Date &amp; Time:</b>	03/01/2008, 1515 EST	<b>Registration:</b>	N859MS
<b>Aircraft:</b>	Diamond Aircraft Industries DA 20	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

After maneuvering in the local area for approximately 15 minutes, the pilot initiated a descent, at idle power, to return to the airport. As he leveled the airplane in the traffic pattern (over water), he advanced the throttle to increase power; however, the engine did not respond. The pilot attempted, unsuccessfully, to restart the engine, and then prepared for a forced landing to the water, approximately 6 miles off shore. After the airplane came to rest, the pilot egressed and entered the life raft he had in the airplane. The airplane sank after about 5 minutes and was not recovered. The pilot purchased the airplane new approximately 2 years prior to the accident and no recent maintenance had been performed. Fuel records indicated the airplane was last refueled approximately 1 month prior with 13.8 gallons of fuel. According to the pilot, he last flew the airplane approximately 2 to 3 weeks prior to the accident, and prior to the accident flight, he departed with "just under full fuel," approximately 20 gallons.

## Flight Events

Enroute-descent - Loss of engine power (total)  
Emergency descent - Ditching

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:  
A loss of engine power for undetermined reasons.

## Findings

Not determined-Not determined-(general)-(general)-Unknown/Not determined - C

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	48
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	570 hours (Total, all aircraft), 120 hours (Total, this make and model), 540 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	Diamond Aircraft Industries	<b>Registration:</b>	N859MS
<b>Model/Series:</b>	DA 20	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	Robert Snider	<b>Engine Manufacturer:</b>	Continental
<b>Air Carrier Operating Certificate:</b>	None	<b>Engine Model/Series:</b>	IO-240-B
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Observation Facility, Elevation:</b>	EYW, 3 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Lowest Ceiling:</b>	None
<b>Condition of Light:</b>	Day	<b>Wind Speed/Gusts, Direction:</b>	13 knots, 30°
<b>Temperature:</b>	26° C / 15° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Marathon, FL (MTH)	<b>Destination:</b>	Key West, FL (EYW)

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Jill M Andrews	<b>Adopted Date:</b>	12/24/2008
<b>Investigation Docket:</b>	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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

---

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.