



National Transportation Safety Board Aviation Accident Data Summary

Location:	Palm Coast, FL	Accident Number:	ERA15FA003
Date & Time:	10/03/2014, 0935 EDT	Registration:	N461MM
Aircraft:	MILLER RAYMOND A SONEX WAIEX	Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The accident flight was the pilot's first solo flight in the experimental amateur-built airplane, which had not been flown for about 6 months. The airplane departed without incident; however, about 10 minutes after takeoff, it experienced a total loss of engine power (as reported by a witness) and subsequently impacted in a tidal marsh. Postaccident examination of the airplane, which included disassembly of its engine, did not reveal evidence of any preimpact mechanical malfunctions; however, the fuel system was completely compromised and the majority of the ignition system was not recovered. While the airplane had a reported history of fuel system issues, the logbooks were not located, and the airplane's maintenance and operational history could not be verified. Therefore, the reason for the loss of engine power could not be determined.

The pilot had no record of a Federal Aviation Administration medical certification examination. A limited autopsy did not identify any natural disease. Toxicology testing detected ethanol in muscle (0.082 gm/dl) and liver (0.082 gm/dl), as well as n-butanol and n-propanol. While the distribution of ethanol in the muscle and liver is not inconsistent with ingestion, decomposition and the finding of n-butanol and n-propanol in tissues suggests that some or all of the ethanol came from microbial action after death.

Additionally, diphenhydramine and citalopram and its metabolite were detected in liver and muscle. Although diphenhydramine can cause significant psychomotor impairment, no blood was available for analysis, thus it could not be determined if the pilot was impaired by the diphenhydramine at the time of the accident. Citalopram is an antidepressant that is not generally considered impairing; however, it was unknown if the pilot's underlying psychiatric condition was under control.

Flight Events

- Enroute-cruise - Loss of engine power (total)
- Landing - Off-field or emergency landing
- Landing-landing roll - Collision with terr/obj (non-CFIT)

Probable Cause

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

A total loss of engine power during cruise flight for reasons that could not be determined due to the postaccident condition of the engine and its associated fuel and ignition systems.

Findings

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

Pilot Information

Certificate:	Private	Age:	77
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	150 hours (Total, all aircraft), 5 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	MILLER RAYMOND A	Registration:	N461MM
Model/Series:	SONEX WAIEX NO SERIES	Engines:	1 Reciprocating
Operator:	On file	Engine Manufacturer:	AeroVee
Air Carrier Operating Certificate:	None	Engine Model/Series:	2180
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	XFL, 33 ft msl	Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	Broken / 5500 ft agl
Condition of Light:	Day	Wind Speed/Gusts, Direction:	3 knots, 150°
Temperature:	26°C / 23°C	Visibility	7 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Palm Coast, FL (XFL)	Destination:	Palm Coast, FL (XFL)

Airport Information

Airport:	Flagler County Airport (XFL)	Runway Surface Type:	N/A
Runway Used:	N/A	Runway Surface Condition:	Unknown
Runway Length/Width:			

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None

Administrative Information

Investigator In Charge (IIC):	Luke Schiada	Adopted Date:	10/24/2016
Note:	The NTSB traveled to the scene of this accident.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=90205		

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.