



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Narragansett, RI	<b>Accident Number:</b>	ERA16LA244
<b>Date &amp; Time:</b>	07/04/2016, 1250 EDT	<b>Registration:</b>	N5291G
<b>Aircraft:</b>	CESSNA 305	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of engine power (total)	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Banner Tow		

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## Analysis

The commercial pilot performed a preflight inspection and sampled the fuel with no anomalies noted. He then departed on the flight with 5 hours of available fuel. About 3.5 hours into the flight, the airplane was flying about 500 ft over the ocean when the engine experienced a total loss of power. The pilot performed a forced landing to the water, subsequently egressed, and was rescued a brief time later. Examination of the engine after recovery revealed no obvious signs of mechanical anomalies with the engine that would have precluded normal operation.

## Probable Cause and Findings

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

A total loss of engine power for reasons that could not be determined during a postaccident examination of the airframe and engine.

## Findings

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Not determined	Not determined - Unknown/Not determined (Cause)
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## Factual Information

On July 4, 2016, about 1250 eastern daylight time, a Cessna 305, N5291G, was substantially damaged during a ditching into the Atlantic Ocean near Narragansett, Rhode Island. The commercial pilot was not injured. The airplane was owned and operated by Simmons Aviation Services LLC. Visual meteorological conditions prevailed and no flight plan was filed for the banner-tow flight, which was conducted under the provisions of 14 Code of Federal Regulations Part 91.

According to the pilot, he performed a preflight inspection and sampled the fuel tanks with no anomalies noted. He then departed on the flight with 5 hours of available fuel. About 3.5 hours into the flight, the airplane was flying over the ocean about 500 ft above ground level when the engine lost total power. The pilot performed a forced landing to the water; the airplane sank, and came to rest in about 30 ft of water. The pilot egressed and was rescued a brief time later.

The airplane was recovered and initial examination revealed that the fuselage and right wing were substantially damaged. The two outboard auxiliary fuel tanks were absent of fuel. The main fuel tank was drained and held about 10 gallons of water and 9 gallons of fuel. The auxiliary inboard fuel tank was drained and held about 10 gallons of water and 9 gallons of fuel. The fuel selector was found in the auxiliary fuel tank position. It was moved and no anomalies were noted with the fuel selector. The electric boost pump switch was found in the ON position and fuel was noted in the fuel line to the electric boost pump. Fuel was also noted in the fuel bowl forward of the firewall; however, no fuel was noted in the carburetor bowl.

According to Federal Aviation Administration (FAA) records, the pilot held a commercial pilot certificate with ratings for airplane single-engine land and sea, airplane multiengine land, and instrument airplane. His most recent first-class medical certificate was issued on June 5, 2015. At the time of the accident he had accumulated about 1,600 hours of total flight time, of which, 850 hours were in the accident make and model.

According to FAA records, the airplane was issued an airworthiness certificate in 1953, and registered to the corporation in 2011. It was equipped with a Continental Motors Inc. O-470-11B, a 213-hp, engine and a pressure type carburetor. According to the airframe maintenance logbook, the most recent annual inspection was performed on July 1, 2015, at a total time of 8,969.8 hours and tach time of 3,577.1 hours. According to the engine maintenance logbook, the most recent annual inspection was performed in accordance with "Lycoming" guidance on July 1, 2015, at 496.6 hours since major overhaul. While reviewing the maintenance logbooks, there were several discrepancies noted.

The airplane was equipped with a main fuel tank in the left wing, an auxiliary tank in the right wing, and two outboard auxiliary tanks, one in each wing. Both the main fuel tank and inboard auxiliary fuel tank had a fuel capacity of 19 gallons. The two outboard fuel tanks had a fuel capacity of 12 gallons. The total fuel capacity of the airplane was 62 gallons.

An examination of the engine revealed the it remained attached to the airframe through all engine mounts and the propeller remained attached to the crankshaft flange. In addition,

crankshaft continuity was confirmed from the propeller flange to the accessory section of the engine by rotating the propeller by hand. The top spark plugs were removed and compression was noted on all cylinders. The spark plugs were examined and exhibited normal wear when compared to the Champion-Check-A-Plug Chart. Both magnetos produced spark when the propeller was rotated by hand. The cylinders were examined with a boroscope and corrosion consistent with salt water emersion was noted. The pressure carburetor was removed and corrosion was noted throughout. There were no obvious signs of mechanical anomalies with the engine that would have precluded normal operation prior to the accident

## History of Flight

<b>Maneuvering</b>	Loss of engine power (total) (Defining event)
<b>Landing</b>	Off-field or emergency landing Ditching

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	36, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land; Single-engine Sea	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Unknown
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Without Waivers/Limitations	<b>Last FAA Medical Exam:</b>	06/05/2015
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1600 hours (Total, all aircraft), 850 hours (Total, this make and model), 100 hours (Last 90 days, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N5291G
Model/Series:	305	Aircraft Category:	Airplane
Year of Manufacture:	1953	Amateur Built:	No
Airworthiness Certificate:	Restricted	Serial Number:	23413
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	07/01/2015, Annual	Certified Max Gross Wt.:	2101 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	8969.8 Hours as of last inspection	Engine Manufacturer:	CONT MOTOR
ELT:		Engine Model/Series:	O-470-11B
Registered Owner:	SIMMONS AVIATION SERVICES LLC	Rated Power:	213 hp
Operator:	SIMMONS AVIATION SERVICES LLC	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	UUU, 172 ft msl	Distance from Accident Site:	7 Nautical Miles
Observation Time:	1253 EDT	Direction from Accident Site:	59°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.04 inches Hg	Temperature/Dew Point:	27° C / 15° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Westerly, RI (WST)	Type of Flight Plan Filed:	None
Destination:	Westerly, RI (WST)	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	41.469722, -71.426111 (est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Heidi Kemner	<b>Report Date:</b>	11/15/2018
<b>Additional Participating Persons:</b>	Douglas Daruka; FAA/FSDO; Boston, MA Nicole Channon; Continental Motors Inc.; Mobile, AL		
<b>Publish Date:</b>	11/15/2018		
<b>Note:</b>	The NTSB did not travel to the scene of this accident.		
<b>Investigation Docket:</b>	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=93558">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=93558</a>		

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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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).