

National Transportation Safety Board
Washington, DC 20594

Brief of Accident

Adopted 11/06/1998

MIA97FA152
File No. 727 05/02/1997 NEW SMYRNA BCH, FL Aircraft Reg No. N5057F Time (Local): 13:13 EDT

Make/Model: Bellanca / 8KCAB
Engine Make/Model: Lycoming / AEIO-320-E2B
Aircraft Damage: Substantial
Number of Engines: 1
Operating Certificate(s): None
Type of Flight Operation: Personal
Reg. Flight Conducted Under: Part 91: General Aviation

	Fatal	Serious	Minor/None
Crew	1	0	0
Pass	0	0	0

Last Depart. Point: DAYTONA BEACH , FL
Destination: Local Flight
Airport Proximity: Off Airport/Airstrip

Condition of Light: Day
Weather Info Src: Weather Observation Facility
Basic Weather: Visual Conditions
Lowest Ceiling: None
Visibility: 10.00 SM
Wind Dir/Speed: Variable / 003 Kts
Temperature (°C): 27
Precip/Obscuration: None / None

Pilot-in-Command Age: 61

Flight Time (Hours)

Certificate(s)/Rating(s)
Airline Transport; Commercial; Multi-engine Land; Single-engine Land
Instrument Ratings
Airplane

Total All Aircraft: 22500
Last 90 Days: Unk/Nr
Total Make/Model: Unk/Nr
Total Instrument Time: Unk/Nr

While circling flying southbound, the engine was heard to run for about 4-5 seconds then quit for about 2-4 seconds with the cycle repeated. An approximate 600-acre sod farm was located 1.29 nautical miles west of the location of the airplane at that time. The airplane was observed to continue flying southbound while circling then the airplane was observed flying low over trees and circled 2 times over a field sparsely occupied by trees. The airplane then rolled inverted and impacted the ground slightly inverted. Examination of the flight controls revealed no evidence of preimpact failure or malfunction. Examination of the engine revealed that the mixture control cable was separated from the control arm at the servo fuel injector. A non-aviation washer was used in the mixture control cable installation and was found failed. The cable attach hardware was in place. No engine mechanical failure or malfunction was noted. Bench testing of the impact damaged servo fuel injector revealed the fuel flow to momentarily remain high when the throttle was reduced. Disassembly of the servo revealed that the fuel diaphragm stem was bent. The fuel servo was last overhauled in 1991, and the fuel diaphragm was reportedly replaced at that time but the part number of the installed unit at the time of the accident was not the same as the diaphragm after replacement.

Brief of Accident (Continued)

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Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: MANEUVERING

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.
an in flight loss of control for undetermined reasons.