

National Transportation Safety Board

Office of Aviation Safety

Washington, DC 20594



ERA24LA161

WRECKAGE EXAMINATION SUMMARY

3/29/2024

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A. ACCIDENT

Location: Sanford, FL
Date: March 29, 2024
Time: 1250 EDT
1650 UTC
Airplane: Navion B

B. WRECKAGE EXAMINATION SUMMARY

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C. SUMMARY

On March 29, 2024, about 1250 eastern daylight time, a Navion B airplane, N5429K, was substantially damaged when it was involved in an accident near Sanford, Florida. The commercial pilot and one passenger were not injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

D. DETAILS OF THE INVESTIGATION

1.0 Accident Site

N/A, not observed.

2.0 Airframe Examination

The airplane was first observed at the pilot's hangar at SFB; the airplane was on its landing gear. That empennage was bent from impact forces. The propeller blades were all curled over from contact with the runway. The fuel selector was in the "OFF" position. The electric fuel pump was

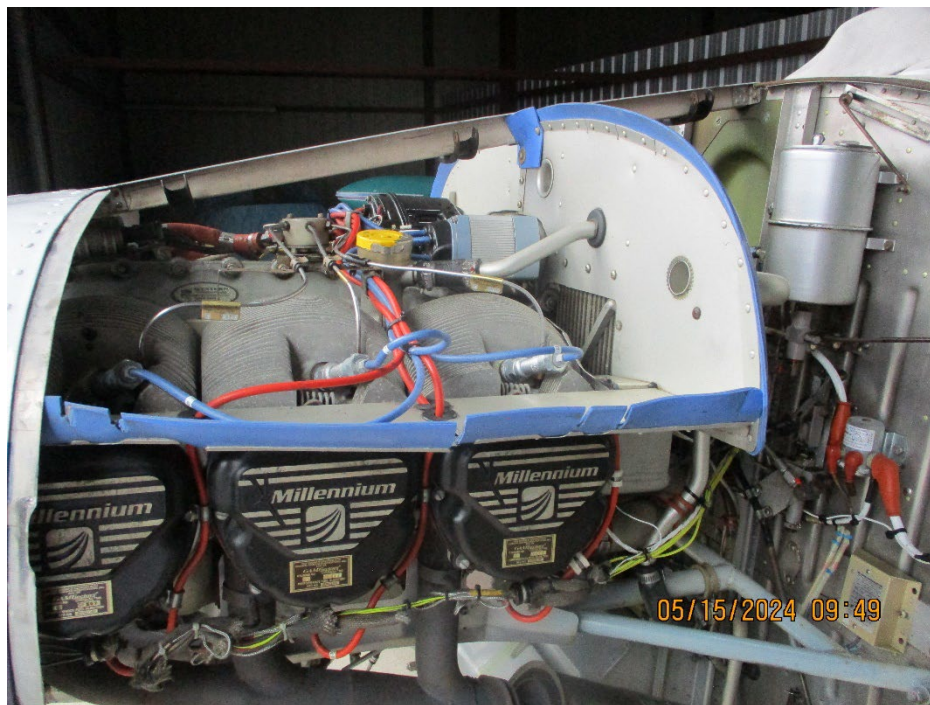
in the "OFF" position. The lower cowlings and belly of the airplane were damaged from skidding on the runway. The fuel tanks were stuck with a stick and appear to have about 20 gallons of fuel in the tanks; however, when battery power was applied to the airplane, the fuel gauges were at zero. Also noted was the transfer fuel pump circuit breaker was tripped.





3.0 Engine Examination

The engine was clean and well kept.





The top spark plugs were removed, and thumb compression was established on all cylinders. A lighted borescope was used on all cylinders and no anomalies noted on the valves, piston top, and cylinder walls. The engine rotated smoothly by the propeller. The fuel line was disconnected at the injector and the electric fuel pump was turned on. Fuel was pumping from the fuel system. The mechanical fuel pump was removed at the spline and verified to be in good condition and not fractured. The right magneto was removed and spun by hand. All leads produced spark. The left magneto was an electronic mag and could not be tested.

No preimpact mechanical deficiencies were noted that would have precluded normal operation of the engine and airframe.

The pilot was asked the following question by the NTSB:

During takeoff, did you have the electric fuel pump on high or low setting?

He responded that it was in the "OFF" position.

Submitted by:

Daniel Boggs
Air Safety Investigator