



**Federal Aviation
Administration**

N8EV S/N: 80568

March 28, 2025 – Marlboro Co Jetport (BBP)

Engine stoppage in cruise flight– Subsequent ditching



FAA, Aviation Safety Inspector Bryan Spangler

Incident Details

On Friday March 28th 2025, an experimental Van's RV-8 experienced a sudden engine stoppage during cruise flight. Pilot attempted an unsuccessful dead stick landing at Marlboro County Jetport (BBP), in Bennettsville, SC.

Aircraft departed Chesapeake, VA (CPK) Friday March 28th 2025 for Camden, SC (CDN). Approximately 1.5 hours into the flight near Bennettsville, SC, the engine stopped abruptly and without warning. An attempt to land at Marlboro Co jetport was unsuccessful. Pilot ditched the aircraft in a field one-quarter mile off the end of Runway 25. Initial impact with the ground tore both left and right main landing gear from the fuselage. Aircraft then slid to a stop in the open field. The fuselage, wings and propeller suffered substantial damage. No post crash fire or emergency situation resulted from the ditching.

The pilot was taken to the hospital with minor injuries and kept overnight.

Inspection / Interview

The National Transportation Safety Board (NTSB) delegated on-site authority to FAA Safety Inspector Bryan Spangler.

Upon inspection, engine oil level was in the normal operating range. All sparkplugs were installed with wires connected securely. Externally, the fuel pump and magnetos visually appeared in good condition. No other external engine features appeared abnormal or out of place. When the wing fuel filler caps were removed, no fuel was visible in either wing tanks. Recovery team attempted to drain fuel for a sample without success (no fuel).

When interviewed, the pilot stated that it was his understanding the aircraft had been refueled at CPK before departure and he observed fuel in the tanks during his preflight. Before departure, he reset the cockpit Garmin display to show fuel quantity as full, (42 gallons).

Research

A review of Horizon Aviation's servicing logbook in Chesapeake, VA for March 27th & 28th did not show the accident aircraft as being serviced / refueled.

Contact was made with Van's engineering team about the RV-8's fuel tank system. Although there is a fuel quantity float system embedded in the wing tanks, if an aircraft's cockpit is upgraded from analog gauges to a glass / digital display as in the case of the accident aircraft, in most cases, the fuel quantity indication must be manually set on the panel before flight.

Probable Cause

Investigation has determined the probable cause(s) of this incident to be:

[REDACTED]

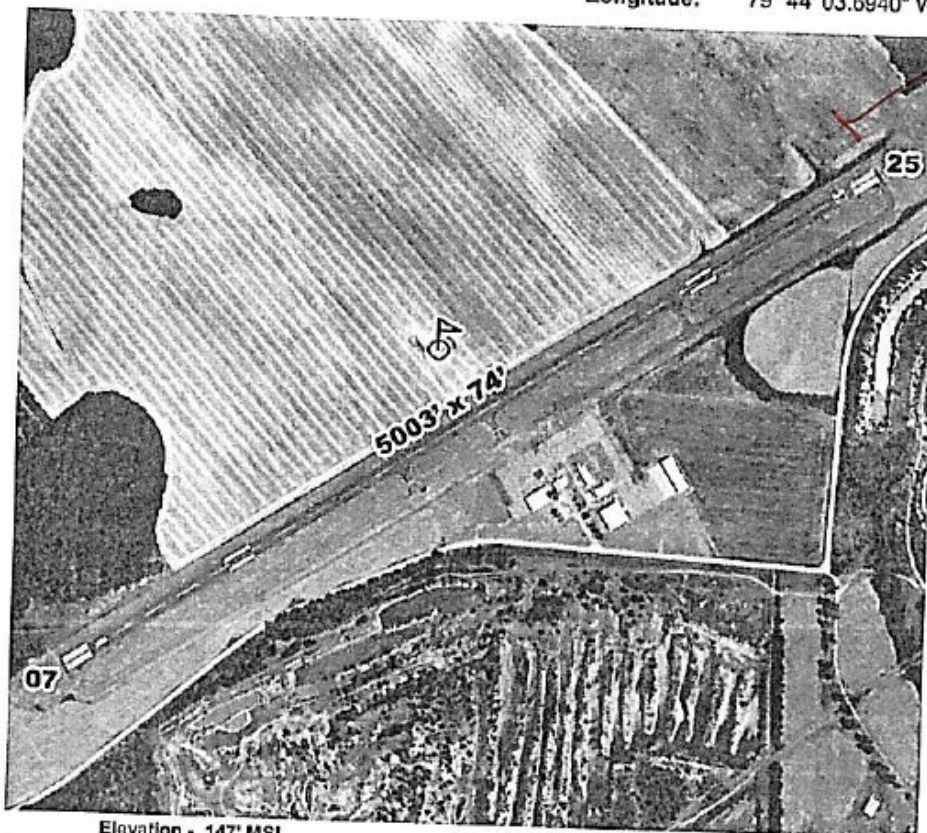
[REDACTED].

Bryan Spangler, FAA, ASI

BBP - MARLBORO COUNTY JETPORT - H E AVENT FIELD
 CHARLOTTE SECTIONAL
 12/28/2023

BENNETTSVILLE - 8

Latitude: 34° 37' 18.1510" N
 Longitude: 79° 44' 03.6940" W



Elevation - 147' MSL

Mag Var - 08° W

Runway						Edge	Approach	Traffic
ID	Length	Width	Surface	VGSI	REILS	Lights	Lights	Pattern
07/25	5003'	74'	ASPH	07/25	07/25	MED		Standard

Runway Pavement Strength					Navigation			
Runway	SW	DW	DTW	DDTW	IDENT	Type	FREQ	Direct/Dist
07/25	28.0	43.0	70.0		BES FLO	NDB VORTAC	230 115.20	at fld r354° 23.6 NM to fld

Communications				ATC		AWOS/ASOS	
UniCom	CTAF	GCO	RCO	FREQ	FAA ID	FREQ	Phone
122.800	122.800			118.6	FLO	123.825	(843) 479-5817

Manager Barry Avent

GPS 1231 Airport Road

Address Bennettsville, SC 29512

Phone (843) 479-5847

Fax

Email barrya.stingray@gmail.com

FBO Phone/Fax

Rare Air Inc.

(843) 479-4797

Storage

HGR, TIE

Repairs

N

Landing Fee

N

Oxygen

N

Lighting Sched

SS-SR

Fuel Type

100LL, JET A

Att Schedule

MON-SAT 0800-1700 / SUN 1300-1700

Remarks

\$75 fee for fuel after hrs. (843) 439-1269