



Aviation Investigation Final Report

Location:	Shoreham, New York	Accident Number:	ERA23LA156
Date & Time:	March 17, 2023, 14:14 Local	Registration:	N5616S
Aircraft:	Beech V35	Aircraft Damage:	Substantial
Defining Event:	Unknown or undetermined	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot and pilot-rated passenger departed on a local flight; about 20 minutes into the flight the engine started to lose power. The pilot attempted to regain power, but the engine did not respond. He noticed the ocean tide was low, so he elected to land on the beach. The airplane landed hard and veered into the water, which resulted in substantial damage to the left wing. Examination of the engine did not reveal any anomalies that would have precluded normal operation; however, the airplane was submerged in ocean salt water for a day before it was removed, resulting in heavy corrosion throughout the engine.

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 unknown reasons.

Findings

Aircraft	(general) - Unknown/Not determined
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Factual Information

History of Flight

Enroute-cruise	Unknown or undetermined (Defining event)
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On March 17, 2023, at 1414 eastern daylight time, a Beech V35, N5616S, was substantially damaged when it was involved in an accident near Shoreham, New York. The pilot and pilot-rated passenger were not injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

According to the pilot, he had previously “topped off” the fuel tanks, and on the day of the accident he performed a preflight inspection of the airplane and noted no anomalies. Then, he departed Brookhaven Airport (HWV), Shirley, New York, for a local flight. About 20 minutes into the flight, at a cruise altitude of 3,500 ft mean sea level, he noticed that the manifold pressure went up while at the same time the rpm decreased. The pilot attempted to regain engine power by switching fuel tanks, switching magnetos, and giving the engine an alternate air source; however, the engine did not respond. He noticed that the ocean tide was low and elected to land on the beach. The airplane landed hard, the landing gear collapsed, and the left-wing spar was substantially damaged. The airplane veered left and came to rest in the water. Throughout the accident sequence, the pilot noted that the propeller was “slowly” windmilling.

Examination of the engine revealed that it contained 12 quarts of oil. The top spark plugs were removed. The No.1 top plug was oil fouled. The Nos. 2, 3, and 5 were all contaminated from saltwater submersion. Fuel was observed in the fuel line to the engine-driven fuel pump and the engine fuel divider. The engine-driven fuel pump was removed and the shaft was found intact. The fuel pump was turned by hand with no anomalies noted. All cylinders were examined with a lighted borescope; however, the cylinder walls and valves were obscured by saltwater corrosion. The fuel injectors were removed and visually inspected for blockage; they were not obscured. The magnetos were examined and filled with salt water.

Examination of the engine did not reveal any anomalies that would have precluded normal operation.

Pilot Information

Certificate:	Private	Age:	48, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	March 10, 2023
Occupational Pilot:	No	Last Flight Review or Equivalent:	July 20, 2021
Flight Time:	300 hours (Total, all aircraft), 50 hours (Total, this make and model), 200 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N5616S
Model/Series:	V35	Aircraft Category:	Airplane
Year of Manufacture:	1966	Amateur Built:	
Airworthiness Certificate:	Utility	Serial Number:	D-8158
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	August 10, 2022 Annual	Certified Max Gross Wt.:	5200 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1000 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	Installed	Engine Model/Series:	IO-520
Registered Owner:	On file	Rated Power:	285 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KHWV, 66 ft msl	Distance from Accident Site:	9 Nautical Miles
Observation Time:	14:56 Local	Direction from Accident Site:	168°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	12 knots / 20 knots	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.64 inches Hg	Temperature/Dew Point:	10°C / 5°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Shirely, NY (HWV)	Type of Flight Plan Filed:	None
Destination:	Shirely, NY (HWV)	Type of Clearance:	None
Departure Time:	12:50 Local	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	40.962483,-72.908434(est)

Administrative Information

Investigator In Charge (IIC):	Boggs, Daniel
Additional Participating Persons:	Lawrence Lopez; FAA/FSDO; Farmingdale, NY
Original Publish Date:	May 16, 2024
Last Revision Date:	
Investigation Class:	Class 3
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=106918

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).