



**National Transportation Safety Board  
Factual Data Collection Report of Accident**

**MIA07CA015**

Aircraft Reg No: N6663V  
Most Critical Injury: Minor

Location/Time

Nearest City/Place: Lantana, FL  
Occurrence Date: 11/13/2006  
Occurrence Time: 1102 EST

Flight Itinerary

Last Depart. Point: Lantana, FL  
Destination: Local Flight

Aircraft Information

Type of Aircraft: Airplane (not Homebuilt)  
Make/Model: Bellanca / BL-17-30  
Serial Number: 30040  
Landing Gear: Retractable - Tricycle  
Engine Type: Reciprocating  
Engine Make/Model: Continental / IO-520  
Aircraft Damage: Substantial  
Aircraft Fire: None

Operator Information

Registered Acft Owner: Allan Roderic Shultz  
Operator of Aircraft: Same As Reg'd Aircraft Owner  
Operator Address: Palm Beach Gardens, FL  
Reg. Flt. Conducted Under: Part 91: General Aviation

Weather

Condition of Light: Day  
Wx Cond. at Site: Visual Conditions

First Pilot Information

Cert(s)/Rating(s): Private; Single-engine Land  
Instrument Ratings: None  
Medical Cert: None  
Date of Last Med. Exam:

Flight Time (Hours)

Total All Aircraft: 1000  
Total Make/Model: 100

Injury Summary

|      | <u>Fatal</u> | <u>Serious</u> | <u>Minor/None</u> |
|------|--------------|----------------|-------------------|
| Crew | 0            | 0              | 1                 |
| Pass | 0            | 0              | 0                 |

Narrative

\*\*\* This investigation is based on information furnished by the Pilot/Operator. Additional details may be found in the Form 6120.1\*\*\*

On November 13, 2006, about 1102 eastern standard time, an unregistered Bellanca BL-17-30 airplane, N6663V, owned and piloted by a private individual, as a Title 14 CFR Part 91 personal flight, crashed in Lantana, Florida. Visual meteorological conditions prevailed, and no flight plan was filed. The non-rated pilot received minor injuries, and the aircraft incurred substantial damage. The flight originated from Palm Beach County Park Airport, Lantana, Florida, the same day, about 1030.

The pilot stated that after his preflight inspection he performed a takeoff and full stop landing on runway 33. He further stated that he then taxied to the threshold of runway 33 and took off again. He said that he climbed to 800 feet, and turned west, and after about 5 miles he turned around and headed east. He said he entered the traffic pattern for runway 33, flew downwind, base, and final, and after flying about 3/4 mile on final approach the engine ceased operating. After switching tanks he said he tried to restart the engine, but the engine would not restart. He said he focused on flying the airplane, and as the airplane descended it impacted "trees, power lines, and left a wheel in the roof of a house."

An FAA inspector responded to the scene of the accident and performed a detailed examination of the airplane. According to the inspector, no anomalies were noted with the airplanes fuel, electrical and induction systems, and about 6 to 8 ounces of auto fuel was found in the right fuel tank. No additional fuel was found in the airplane, or at the accident scene. . In addition, the inspector stated that the airplane did not have a supplemental type certificate to permit the use of automobile fuel, and that the airplane had last received an annual inspection on January 1, 1984. The inspector also stated that the pilot, who was not an FAA certificated mechanic, stated that he performed all his own maintenance on the airplane.

According to the FAA inspector, the pilot stated that he last completed a flight review in 1996. In addition, the pilot's last medical examination was dated June 23, 1996, and a review of FAA records showed that his license was suspended on November 8, 1996.