



National Transportation Safety Board Aviation Accident Final Report

Location:	FORT LAUDERDALE, FL	Accident Number:	MIA89LA002
Date & Time:	10/01/1988, 1540 EDT	Registration:	N8076R
Aircraft:	BEECH V35A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

THE PLT STATED THAT APRX 15 MINUTES AFTER TAKEOFF FROM FORT LAUDERDALE, THE ENG QUIT COMPLETELY & HE WAS UNABLE TO MAKE IT BACK TO THE ARPT. WHILE ATTEMPTING A FORCED LANDING IN A FIELD, HE LANDED NOSE DOWN, THE NOSE GEAR COLLAPSED, AND THE ACFT SLID TO A STOP. POST CRASH EXAMINATION OF THE FUEL SYSTEM REVEALED THAT THE RIGHT FUEL TANK WAS EMPTY DUE TO DAMAGE INCURRED DURING THE IMPACT SEQUENCE, AND THE LEFT TANK WAS EMPTY WITH NO DAMAGE TO THE FUEL LINES FROM THE TANK TO THE ENG. FIVE GALLONS OF FUEL WAS ADDED TO THE SYSTEM AND THE ENGINE STARTED AND WAS RUN FOR APRX 3 MINUTES. POST ACC EXAM SHOWED THE FUEL GAUGES TO BE INACCURATE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: CRUISE

Findings

1. (F) FUEL SYSTEM,FUEL QUANTITY FLOAT/SENSOR - FALSE INDICATION
 2. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 3. (C) REFUELING - NOT PERFORMED - PILOT IN COMMAND
 4. (C) FLUID,FUEL - STARVATION
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Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT

Occurrence #3: NOSE GEAR COLLAPSED
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

5. (F) FLARE - IMPROPER - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	59, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	Glider	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	09/29/1988
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	2656 hours (Total, all aircraft), 1700 hours (Total, this make and model), 2543 hours (Pilot In Command, all aircraft), 43 hours (Last 90 days, all aircraft), 42 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N8076R
Model/Series:	V35A V35A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	D-8980
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	3400 lbs
Time Since Last Inspection:	2 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2789 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	IO-520-BA
Registered Owner:	TAFFY AVIATION INC.	Rated Power:	285 hp
Operator:	FITZGERALD, ALAN	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	FXE, 14 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	1600 EDT	Direction from Accident Site:	90°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	8 Miles
Lowest Ceiling:	Broken / 2500 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	15 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	80°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	31° C / 22° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1530 EDT	Type of Airspace:	Class E

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	BRUCE J HILL	Report Date:	11/07/1989
Additional Participating Persons:			
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).