



National Transportation Safety Board Aviation Accident Final Report

Location:	CRESCENT CITY, FL	Accident Number:	MIA88FA049
Date & Time:	12/01/1987, 0845 EST	Registration:	N125LE
Aircraft:	BEECH K-35	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PILOT EXPERIENCED A PARTIAL ENGINE FAILURE AT LIFT OFF WITH 1/2 OF THE RUNWAY REMAINING IN FRONT OF HIM. THE PILOT THEN ATTEMPTED TO DO A 180 DEGREE TEARDROP BACK TO THE RUNWAY, STALLED AND CRASHED. INVESTIGATION REVEALED WATER CONTAMINATION OF THE FUEL SYSTEM.

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(PARTIAL) - NONMECHANICAL
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (F) FLUID,FUEL - CONTAMINATION
2. (F) FLUID,FUEL - WATER
3. (F) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: MANEUVERING

Findings

4. (C) EMERGENCY PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
5. (C) AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Airline Transport; Commercial	Age:	61, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	04/11/1986
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	19666 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N125LE
Model/Series:	K-35 K-35	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	D-6063
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	03/09/1987, Annual	Certified Max Gross Wt.:	2950 lbs
Time Since Last Inspection:	91 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3092 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-470-C
Registered Owner:	CLASSIC WINGS INC.	Rated Power:	250 hp
Operator:	CLASSIC WINGS INC.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	GNV, 103 ft msl	Distance from Accident Site:	27 Nautical Miles
Observation Time:	0848 EST	Direction from Accident Site:	330°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	7 Miles
Lowest Ceiling:	Broken / 8000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	160°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	10° C / 8° C
Precipitation and Obscuration:			
Departure Point:	CRESCENT CITY, FL	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0846 EST	Type of Airspace:	Class G

Airport Information

Airport:	EAGLE NEST AEROBORNE	Runway Surface Type:	Grass/turf
Airport Elevation:	87 ft	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	3300 ft / 75 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	ANDREW A ALSTON	Report Date:	02/14/1989
Additional Participating Persons:	JOHN WARD; WICHITA, KS DALE CARTER; MOBILE, AL WILLIAM PHILLIPS; ORLANDO, FL		
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 pubinq@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](#).