



National Transportation Safety Board Aviation Accident Data Summary

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|--------------------------------|--------------------------------------|-------------------------|------------|
| Location: | CRESCENT CITY, FL | Accident Number: | MIA88FA049 |
| Date & Time: | 12/01/1987, 0845 EST | Registration: | N125LE |
| Aircraft: | BEECH K-35 | 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

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

Pilot Information

| | | | |
|----------------------------------|---------------------------------------|------------------------------|----------|
| Certificate: | Airline Transport; Commercial | Age: | 61 |
| Airplane Rating(s): | Multi-engine Land; Single-engine Land | Instrument Rating(s): | Airplane |
| Other Aircraft Rating(s): | None | Instructor Rating(s): | None |
| Flight Time: | 19666 hours (Total, all aircraft) | | |

Aircraft and Owner/Operator Information

| | | | |
|---------------------------------------|--------------------------------------|-----------------------------|-----------------|
| Aircraft Make: | BEECH | Registration: | N125LE |
| Model/Series: | K-35 K-35 | Engines: | 1 Reciprocating |
| Operator: | CLASSIC WINGS INC. | Engine Manufacturer: | CONTINENTAL |
| Operating Certificate(s) Held: | None | Engine Model/Series: | IO-470-C |
| Flight Conducted Under: | Part 91: General Aviation - Personal | | |

Meteorological Information and Flight Plan

| | | | |
|---|----------------------|-------------------------------------|------------------------------|
| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Day |
| Observation Facility, Elevation: | GNV, 103 ft msl | Weather Information Source: | Weather Observation Facility |
| Lowest Ceiling: | Broken / 8000 ft agl | Wind Speed/Gusts, Direction: | 5 knots / , 160° |
| Temperature: | 10° C | Visibility | 7 Miles |
| Precipitation and Obscuration: | | | |
| Departure Point: | CRESCENT CITY, FL | Destination: | |

Airport Information

| | | | |
|-----------------------------|----------------------|----------------------------------|------------|
| Airport: | EAGLE NEST AEROBORNE | Runway Surface Type: | Grass/turf |
| Runway Used: | 18 | Runway Surface Condition: | Dry |
| Runway Length/Width: | 3300 ft / 75 ft | | |

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 |
| Latitude, Longitude: | | | |

Administrative Information

Investigator In Charge (IIC): ANDREW A ALSTON

Adopted Date: 02/14/1989

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/>.

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.