



Aviation Investigation Factual Report

Location:	Belle Glade, Florida	Accident Number:	MIA02LA018
Date & Time:	November 17, 2001, 11:25 Local	Registration:	N9754Y
Aircraft:	Beech P35	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious, 1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Factual Information

On November 17, 2001, about 1125 eastern standard time, a Beech P35, N9754Y, registered to and operated by a private individual, as a Title 14 CFR Part 91 personal flight, incurred a loss of engine power, while in cruise flight, about 12 miles south of Belle Glade, Florida. Visual meteorological conditions prevailed, and no flight plan was filed. The commercial-rated pilot received serious injuries, and one passenger received minor injuries. The aircraft incurred substantial damage. The flight originated from Pembroke Pines, Florida, the same day, about 1100.

The pilot stated that he estimated that he had been airborne for about 20 minutes when he looked at the JPI indicator on the instrument panel and noted that the oil temperature was 89 degrees and the oil pressure was zero. He had been receiving visual flight rules (VFR) flight following, and was talking to Miami Air Traffic Control Center, so he then told them that he was having engine problems and will attempt to make an emergency landing on State Road 84. According to the pilot, as he maneuvered the aircraft into a turn to proceed to State Road 84, there was a loud bang and the engine ceased operating. He said he then saw a dirt road about 15 miles southwest of State Road 84, so he prepared for a forced landing to the dirt road instead. The approach and touchdown on the dirt road were "perfect," but he said he had not seen a pick-up truck that had been parked on the dirt road prior to touchdown, and as the rollout continued the airplane's left wing tip impacted the truck, and the airplane veered off the road into a ditch, incurring damage.

On November 17, 2001, an FAA Inspector responded to the accident scene, and stated that he saw clean oil on the bottom of the fuselage, but added that he was unable to determine from where the oil had come. The following day, when salvage personnel returned to the accident scene to retrieve the wreckage for a detailed examination, they found that the aircraft had burned. The airplane engine compartment and aft, to include the cabin and inboard two thirds of the airplane wings had incurred fire damage. Only the wing tips and empennage had not incurred fire damage.

On December 5, 2001, the NTSB along with a representative from Teledyne Continental Motors, examined the accident airplane's engine. The examination revealed the existence of fire damage. In addition, the examination showed that there was an opening in the engine case at the No. 4 cylinder position, and the No. 4 connecting rod was protruding through the opening. Both the No. 4 and No 5 connecting rods had separated from the crankshaft, and both connecting rods as well as all main bearings exhibited signatures consistent with oil starvation.

Pilot Information

Certificate:	Commercial	Age:	59, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	November 9, 2000
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1060 hours (Total, all aircraft), 425 hours (Total, this make and model), 897 hours (Pilot In Command, all aircraft), 36 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N9754Y
Model/Series:	P35	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	D7145
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	July 27, 2001 Annual	Certified Max Gross Wt.:	3125 lbs
Time Since Last Inspection:	37.3 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4986.6 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	IO470N14B
Registered Owner:	On file	Rated Power:	260 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:	PBI, 18 ft msl	Distance from Accident Site:	39 Nautical Miles
Observation Time:	11:53 Local	Direction from Accident Site:	58°
Lowest Cloud Condition:	Scattered / 2500 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	19 knots / 24 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	20°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.06 inches Hg	Temperature/Dew Point:	27°C / 21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Pembroke Pines, FL (HWO)	Type of Flight Plan Filed:	None
Destination:	Sebring, FL (SEF)	Type of Clearance:	VFR flight following
Departure Time:	11:00 Local	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 1 Minor	Latitude, Longitude:	26.333333,-80.716667

Administrative Information

Investigator In Charge (IIC): Lovell, John

Additional Participating Persons: John V Bures; Teledyne Continental Motors; New Bern, FL
Mike Lebhaft; FAA FSDO; Fort Lauderdale, FL

Report Date: September 30, 2002

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=53795>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).