



Aviation Investigation Final Report

Location:	MIAMI, Florida	Incident Number:	MIA85IA161
Date & Time:	May 2, 1985, 04:50 Local	Registration:	N48VM
Aircraft:	BRITTEN-NORMAN BN-2A-27	Aircraft Damage:	Minor
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

THE ACFT HAD A TOTAL OF 75 GALS OF FUEL ON BOARD FOR THE ROUND TRIP FROM MIAMI TO ORLANDO & RETURN. THE PLT STATED THAT THE FLIGHT NORMALLY REQUIRED 3 FLT HRS & FUEL CONSUMPTION WAS 25 GPH. THE ACFT WAS RETURNING TO MIAMI WHEN BOTH ENGS QUIT. THE PLT MADE A NIGHT FORCED LANDING 1 MI NW OF HIS DESTINATION, MIAMI INTL ARPT. THE PLT STATED THE CASUE OF THIS ACCIDENT WAS FUEL EXHAUSTION DUE TO POOR PREFLT PLANNING ON HIS PART.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: APPROACH - VFR PATTERN - BASE LEG/BASE TO FINAL

Findings

1. (F) FLUID,FUEL - EXHAUSTION
2. (C) IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ROLL

Findings

3. (F) OBJECT - UTILITY POLE

Factual Information

Pilot Information

Certificate:	Commercial	Age:	23, 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):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	March 20, 1985
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	1005 hours (Total, all aircraft), 30 hours (Total, this make and model), 905 hours (Pilot In Command, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BRITTEN-NORMAN	Registration:	N48VM
Model/Series:	BN-2A-27 BN-2A-27	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	750
Landing Gear Type:	Tricycle	Seats:	10
Date/Type of Last Inspection:	March 28, 1985 100 hour	Certified Max Gross Wt.:	6600 lbs
Time Since Last Inspection:	50 Hrs	Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-540
Registered Owner:	AIR CARGO AMERICA	Rated Power:	260 Horsepower
Operator:		Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night/bright
Observation Facility, Elevation:	MIA ,10 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	05:12 Local	Direction from Accident Site:	120°
Lowest Cloud Condition:	Clear	Visibility	6 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	350°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	19°C / 17°C
Precipitation and Obscuration:	N/A - None - Fog		
Departure Point:	ORLANDO , FL (ORL)	Type of Flight Plan Filed:	VFR
Destination:	MIAMI , FL (MIA)	Type of Clearance:	Traffic advisory
Departure Time:	00:00 Local	Type of Airspace:	Class B

Airport Information

Airport:	MIAMI INTERNATIONAL MIA	Runway Surface Type:	Asphalt
Airport Elevation:	11 ft msl	Runway Surface Condition:	Dry
Runway Used:	12	IFR Approach:	ASR;Visual
Runway Length/Width:	9601 ft / 150 ft	VFR Approach/Landing:	Full stop;Precautionary landing;Straight-in

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Minor
Passenger Injuries:		Aircraft Fire:	In-flight
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): Bird, Ronald

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=31288>

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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](#).