



Aviation Investigation Final Report

Location:	MIRAMAR, Florida	Accident Number:	MIA85LA073
Date & Time:	January 6, 1985, 14:14 Local	Registration:	N3362M
Aircraft:	PIPER PA-12	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation		

Analysis

AN INTERRUPTION OF PWR WAS EXPERIENCED AS AN ABRUPT STEEP DIVE MANEUVER WAS ENTERED TO RELEASE THE BANNER TOWED BY THE ACFT. THE PLT THEN ATTEMPTED A 180 DEG TURN AT AN ALT OF APRX 200 FT AGL TO AVOID PWR LINES. THE ACFT ENTERED A HIGH DESCENT RATE AND CONTACTED THE GROUND NEARLY WINGS LEVEL. INVESTIGATION REVEALED THE RIGHT FUEL TANK CONTAINED APRX 7 GALS OF FUEL AND THE LEFT TANK CONTAINED APRX 1 GAL. THE FUEL PICK-UP LINES ARE LOCATED IN THE AFT PORTION OF THE FUEL TANKS. FUEL STARVATION RESULTED AS THE FUEL WAS IN THE FORWARD PORTION OF THE TANKS DURING THE DIVE MANEUVER AND FUEL IN THE LINES WAS EXHAUSTED.

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: DESCENT

Findings

1. (C) FLUID,FUEL - STARVATION
2. (C) FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

3. (C) FUEL SYSTEM - NOT UNDERSTOOD - PILOT IN COMMAND

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: DESCENT - EMERGENCY

Findings

4. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

5. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Commercial	Age:	43, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Front
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--no waivers/lim.	Last FAA Medical Exam:	August 10, 1984
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	923 hours (Total, all aircraft), 38 hours (Total, this make and model), 115 hours (Last 90 days, all aircraft), 8 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N3362M
Model/Series:	PA-12 PA-12	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	12-2238
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	June 25, 1984 Annual	Certified Max Gross Wt.:	1220 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2854 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	0320
Registered Owner:	BOB L. MAY	Rated Power:	150 Horsepower
Operator:	AERIAL SIGN CO INC	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	TMB, 9 ft msl	Distance from Accident Site:	25 Nautical Miles
Observation Time:	13:47 Local	Direction from Accident Site:	216°
Lowest Cloud Condition:	Scattered / 15000 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	13 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	18°C / 2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	11:00 Local	Type of Airspace:	Class D

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:	0 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	
Runway Length/Width:	0 ft / 0 ft	VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	25.989395,-80.219917(est)

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=31338>

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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](#).