



Aviation Investigation Final Report

Location:	FT. LAUDERDALE, Florida	Accident Number:	MIA87LA197
Date & Time:	July 4, 1987, 19:39 Local	Registration:	N744AP
Aircraft:	CESSNA TU-206F	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor, 1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT REFUELED FOR THE FLIGHT BY TOPPING OFF THE FUEL TANKS. HE THEN UTILIZED THE LEFT TANK UNTIL IT WAS EMPTY AND SWITCHED TO THE RIGHT FOR THE REMAINDER OF THE FLIGHT. ABOUT 2 MILES SHORT OF THE DESTINATION THE ENGINE FAILED. THE RIGHT FUEL CAP WAS IMPROPERLY SEATED AND SEALED ALLOWING FUEL TO BE SIPHONED FROM THE TANK WHILE IN FLIGHT. THE ACFT LANDED IN THE 'CLEAR ZONE' FOR RWY 13 AND NOSED OVER WHEN THE NOSE GEAR DUG IN.

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: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (C) FUEL SYSTEM,CAP - UNLATCHED
 2. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 3. (C) FLUID,FUEL - EXHAUSTION
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Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: NOSE OVER

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

4. (F) TERRAIN CONDITION - SOFT

Factual Information

Pilot Information

Certificate:	Commercial	Age:	58, 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 1 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	July 25, 1986
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	14500 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N744AP
Model/Series:	TU-206F TU-206F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	U20602093
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	October 16, 1986 Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	100 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2585 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	TSIO-520-C
Registered Owner:	MALCOLM WORONOFF	Rated Power:	300 Horsepower
Operator:	MALCOLM WORONOFF	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:	Dusk
Observation Facility, Elevation:	FXE ,14 ft msl	Distance from Accident Site:	
Observation Time:	19:39 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 2500 ft AGL	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	110°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	PENSACOLA , FL (PNS)	Type of Flight Plan Filed:	None
Destination:	FT. LAUDERDALE , FL (FXE)	Type of Clearance:	None
Departure Time:	14:45 Local	Type of Airspace:	Class E;Class G

Airport Information

Airport:	FT. LAUDERDALE EXECUTIVE FXE	Runway Surface Type:	Asphalt
Airport Elevation:	14 ft msl	Runway Surface Condition:	Dry
Runway Used:	13	IFR Approach:	None
Runway Length/Width:	4000 ft / 150 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor, 1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor, 1 None	Latitude, Longitude:	26.189756,-80.169258(est)

Administrative Information

Investigator In Charge (IIC):	Alston, Andrew
Additional Participating Persons:	JAMES RICE; FT LAUDERDALE , FL
Original Publish Date:	July 5, 1988
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=31936

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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](#).