



Aviation Investigation Final Report

Location:	MIAMI, Florida	Incident Number:	MIA88IA256
Date & Time:	August 18, 1988, 11:30 Local	Registration:	N7699S
Aircraft:	BELLANCA 8KCAB	Aircraft Damage:	Minor
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

WHILE ON A PERSONAL FLT DURING NORMAL CRUISE, THE PLT REPORTED THAT THE COCKPIT FILLED WITH SMOKE. HE TURNED OFF THE ELECTRICAL SYSTEM & SECURED THE ENG, THEN ATTEMPTED A PRECAUTIONARY LANDING ON A GRASS STRIP. THE ACFT LANDED LONG, OVERRAN THE RWY, & NOSED OVER. EXAMINATION OF THE ACFT REVEALED THE MUFFLER SHROUD HAD A CRACK WHICH ALLOWED THE AIR NORMALLY USED FOR CABIN HEAT TO CONTACT THE FIREWALL. AS A RESULT, THE INSULATION OF THE INSIDE OF THE CABIN OVERHEATED, PRODUCING SMOKE.

Probable Cause and Findings

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

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation: CRUISE - NORMAL

Findings

1. (C) EXHAUST SYSTEM, MUFFLER - CRACKED
2. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND

Occurrence #2: OVERRUN

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

3. (F) FUSELAGE, CREW COMPARTMENT - SMOKE

4. (F) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND

Occurrence #3: NOSE OVER

Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

Certificate:	Airline transport; Commercial; Flight instructor	Age:	46, 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):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	February 11, 1988
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	18000 hours (Total, all aircraft), 200 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELLANCA	Registration:	N7699S
Model/Series:	8KCAB 8KCAB	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Aerobatic; Normal	Serial Number:	263-76
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	December 20, 1987 Annual	Certified Max Gross Wt.:	1800 lbs
Time Since Last Inspection:	75 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1300 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	IO-320
Registered Owner:	WORLD WIDE AIRCRAFT SALES	Rated Power:	150 Horsepower
Operator:	HEAD, HARDY L.	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 ,10 ft msl	Distance from Accident Site:	3 Nautical Miles
Observation Time:	11:48 Local	Direction from Accident Site:	42°
Lowest Cloud Condition:	Scattered / 2500 ft AGL	Visibility	6 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	140°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	31°C / 23°C
Precipitation and Obscuration:	N/A - None - Haze		
Departure Point:	MIAMI , FL (TMB)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	10:45 Local	Type of Airspace:	Class G

Airport Information

Airport:	KENDALL GLIDERPORT 6X5	Runway Surface Type:	Grass/turf
Airport Elevation:	7 ft msl	Runway Surface Condition:	Wet
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	2600 ft	VFR Approach/Landing:	Precautionary landing;Straight-in

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Minor
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	25.670307,-80.299438(est)

Administrative Information

Investigator In Charge (IIC): Monville, Timothy

Additional Participating Persons:

Original Publish Date: January 25, 1990

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=32071>

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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](#).