



Aviation Investigation Final Report

Location:	PUNTA GORDA, Florida	Accident Number:	MIA88LA266
Date & Time:	September 6, 1988, 12:22 Local	Registration:	N8670P
Aircraft:	PIPER PA-24-260	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious, 1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT WAS RETURNING FROM VFR XC FLT DURING WHICH MANY CLIMBS, DESCENTS & DETOURS WERE MADE TO AVOID ADVERSE WX & MAINTAIN VFR. HE STATED THE STRONG HEADWINDS CONSIDERABLY REDUCED HIS GRNDSPEED. AT HIS 1ST INTENDED LDG ARPT, STRONG GUSTY X-WINDS MADE THE APRCH 'SQUIRRELLY' & HE ABANDONED THE ATTEMPT & FLEW TO AN ARPT WITH WIDER RWYS NEARLY ALIGNED WITH THE WIND. AT ABOUT 800 FT TURNING BASE TO FINAL, THE ENG QUIT DUE TO FUEL STARVATION & THE PLT WAS TOO LOW TO REGAIN ENG POWER. A FORCED LDG WAS ATTEMPTED ON A ROAD, BUT THE ACFT CLIPPED A POWERLINE WHICH THREW THE ACFT OUT OF CONTROL & IT CRASHED INTO A DITCH. THE PLT LATER STATED TO AVOID AN ACCIDENT SUCH AS THIS IN THE FUTURE, HE WOULD PAY MORE POSITIVE ATTENTION TO FUEL CONSUMPTION & QUANTITY OF FUEL REMAINING IN EACH TANK.

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) FLUID,FUEL - STARVATION
2. (C) FUEL SUPPLY - NOT CORRECTED - PILOT IN COMMAND
3. (C) FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
4. (C) IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: DESCENT - EMERGENCY

Findings

5. (F) OBJECT - WIRE,TRANSMISSION

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Private	Age:	57, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	June 6, 1988
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	900 hours (Total, all aircraft), 53 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N8670P
Model/Series:	PA-24-260 PA-24-260	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	24-4118
Landing Gear Type:	Retractable - Tricycle	Seats:	5
Date/Type of Last Inspection:	June 1, 1988 Annual	Certified Max Gross Wt.:	3880 lbs
Time Since Last Inspection:	53 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2385 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	IO-540-D4A5
Registered Owner:	JOSEPH H BURGESS	Rated Power:	260 Horsepower
Operator:	JOSEPH H. BURGESS	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:	FMY ,18 ft msl	Distance from Accident Site:	24 Nautical Miles
Observation Time:	11:47 Local	Direction from Accident Site:	345°
Lowest Cloud Condition:	Unknown	Visibility	7 miles
Lowest Ceiling:	Broken / 2000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	14 knots / 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	29°C / 24°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	GAINESVILLE , GA (GVL)	Type of Flight Plan Filed:	None
Destination:	FT. MYERS , FL (FMY)	Type of Clearance:	None
Departure Time:	08:20 Local	Type of Airspace:	Class G

Airport Information

Airport:	PUNTA GORDA PGD	Runway Surface Type:	
Airport Elevation:	25 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced landing;Traffic pattern

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:	26.89034,-82.050033(est)

Administrative Information

Investigator In Charge (IIC): Bird, Ronald

Additional Participating Persons:

Original Publish Date: September 25, 1989

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=32235>

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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](#).