



# Aviation Investigation Final Report

<b>Location:</b>	FORT LAUDERDALE, Florida	<b>Accident Number:</b>	MIA91LA151
<b>Date &amp; Time:</b>	May 25, 1991, 15:05 Local	<b>Registration:</b>	N5128Y
<b>Aircraft:</b>	BEECH 80	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	2 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Ferry		

## Analysis

THE PILOT STATED THAT WHILE IN LEVEL FLIGHT THE LEFT ENGINE FAILED AND HE OBSERVED A FIRE WARNING LIGHT AND SHUT THE ENGINE DOWN, THE RIGHT ENGINE THEN BEGAN TO RUN ROUGH AND LOSE POWER. HE THEN RESTARTED THE LEFT ENGINE BUT NEITHER DEVELOPED ENOUGH POWER TO SUSTAIN FLIGHT. HE EXECUTED A FORCED LANDING ON A HIGHWAY AND STRUCK A VEHICLE AND A FIRE ERUPTED. EXAMINATION OF THE LEFT ENGINE REVEALED A CROSSTHREADED FUEL NOZZLE FITTING AND SOOT PATTERNS AFT OF IT. NO CAUSE FOR THE RIGHT ENGINE FAILURE WAS FOUND. NO EVIDENCE OF AN ANNUAL INSPECTION WAS FOUND.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE IMPROPER MAINTENANCE WORK BY AN UNKNOWN PERSON WHO CROSSTHREADED A FUEL NOZZLE INJECTOR FITTING WHICH ALLOWED FUEL TO LEAK ON THE EXHAUST SYSTEM INITIATING A FIRE. NO REASON FOR THE RIGHT ENGINE NOT TO DEVELOP FULL POWER WAS FOUND.

## Findings

Occurrence #1: FIRE  
Phase of Operation: CRUISE - NORMAL

Findings

1. (C) FUEL SYSTEM,LINE - CROSS/STRIPPED THREADED
2. (C) MAINTENANCE,SERVICE OF AIRCRAFT/EQUIPMENT - IMPROPER - OTHER MAINTENANCE PERSONNEL
3. (C) MAINTENANCE,ANNUAL INSPECTION - NOT PERFORMED - OTHER MAINTENANCE PERSONNEL

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Occurrence #2: LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF  
Phase of Operation: CRUISE

Findings

4. 1 ENGINE

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Occurrence #3: LOSS OF ENGINE POWER  
Phase of Operation: DESCENT - EMERGENCY

Findings

5. ALL ENGINES
6. REASON FOR OCCURRENCE UNDETERMINED

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Occurrence #4: FORCED LANDING  
Phase of Operation: DESCENT - EMERGENCY

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Occurrence #5: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

7. OBJECT - VEHICLE

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline transport; Commercial	<b>Age:</b>	23, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; Multi-engine land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	October 4, 1990
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1927 hours (Total, all aircraft), 140 hours (Total, this make and model), 1707 hours (Pilot In Command, all aircraft), 175 hours (Last 90 days, all aircraft), 58 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BEECH	<b>Registration:</b>	N5128Y
<b>Model/Series:</b>	80 80	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	L0-405
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	8
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	8800 lbs
<b>Time Since Last Inspection:</b>	0 Hrs	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>		<b>Engine Model/Series:</b>	GSIO-540
<b>Registered Owner:</b>		<b>Rated Power:</b>	380 Horsepower
<b>Operator:</b>	CRIS E. NICHOLSON	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	FXE ,15 ft msl	<b>Distance from Accident Site:</b>	4 Nautical Miles
<b>Observation Time:</b>	16:07 Local	<b>Direction from Accident Site:</b>	312°
<b>Lowest Cloud Condition:</b>	Scattered / 2700 ft AGL	<b>Visibility</b>	15 miles
<b>Lowest Ceiling:</b>	Broken / 11000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	10 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	120°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	-18°C / -18°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	HOLLYWOOD , FL (HWO )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	TITUSVILLE , FL (X21 )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	14:30 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>	0 ft msl	<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	0 ft / 0 ft	<b>VFR Approach/Landing:</b>	Forced landing

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	On-ground
<b>Ground Injuries:</b>	1 Minor	<b>Aircraft Explosion:</b>	On-ground
<b>Total Injuries:</b>	2 Minor	<b>Latitude, Longitude:</b>	26.189849,-80.16983(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Alston, Andrew
<b>Additional Participating Persons:</b>	JIM RICE; FORT LAUDERDALE, FL
<b>Original Publish Date:</b>	July 13, 1993
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=32876">https://data.ntsb.gov/Docket?ProjectID=32876</a>

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