



Aviation Investigation Final Report

Location:	PEMPBROKE PINES, Florida	Accident Number:	MIA83LA118
Date & Time:	April 5, 1983, 18:00 Local	Registration:	N2175H
Aircraft:	Ercoupe (Eng & Research Corp.) G	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE ACFT COLLIDED WITH A TREE DURING A FORCED LANDING AFTER THE ENGINE LOST POWER. POST ACCIDENT INVESTIGATION REVEALED THAT THE FUEL STRAINER WAS FULL OF WATER AND THAT THE CARBURETOR BOWL CONTAINED ONE OR TWO OUNCES OF WATER. DRAINING OF THIS WATER ALLOWED PROPER OPERATION OF THE ENGINE. THE ENGINE WOULD NOT IDLE BELOW 1200-1500 RPM DUE TO DIRTY JETS IN THE CARBURETOR. THIS PROBLEM HAD EXISTED BEFORE AND WAS NOT RELATED TO THE ACCIDENT ACCORDING TO THE MECHANIC WHERE THE ACFT IS BASED.

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: CRUISE - NORMAL

Findings

1. (C) FLUID,FUEL - WATER
2. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2: FORCED LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

3. (F) OBJECT - TREE(S)

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	56, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	December 21, 1981
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	3036 hours (Total, all aircraft), 12 hours (Total, this make and model), 3009 hours (Pilot In Command, all aircraft), 38 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Ercoupe (Eng & Research Corp.)	Registration:	N2175H
Model/Series:	G G	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	2798
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	August 13, 1982 Annual	Certified Max Gross Wt.:	1400 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	880 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	C85-12
Registered Owner:	UNITED STATES AVIATION CORP.	Rated Power:	85 Horsepower
Operator:	ROGER A. DICK	Operating Certificate(s) Held:	
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:	FLL ,10 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	17:47 Local	Direction from Accident Site:	50°
Lowest Cloud Condition:	Scattered / 2500 ft AGL	Visibility	7 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	100°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	25°C / 21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	LAKELAND , FL (LAL)	Type of Flight Plan Filed:	None
Destination:	MIAMI , FL (TMB)	Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	26.0305,-80.240776(est)

Administrative Information

Investigator In Charge (IIC): Kennedy, Jeffrey

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=30871>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).