



Aviation Investigation Final Report

Location:	Parkland, Florida	Accident Number:	MIA04CA055
Date & Time:	March 3, 2004, 15:15 Local	Registration:	N61PS
Aircraft:	Aviat Pitts S2B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot stated that an earlier flight had occurred, and that fuel had been ordered, but it was not delivered and placed in the airplane's fuel tanks. He further stated that the refueling error was not detected during the preflight inspection. He said they departed from the Fort Lauderdale Executive Airport, and flew to the practice area to perform aerobatics, and as he rolled the airplane inverted, the engine hesitated. He said he immediately recognized that the airplane had not been refueled after the previous flight. Rather than fly over populated areas, the pilot said he elected to make a precautionary landing on a dirt road close to the practice area, and during the rollout the airplane veered to the left, off the dirt road and nosed over into a water filled canal, incurring damage.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate preflight planning which resulted in an off-airport precautionary landing to preclude fuel exhaustion, which resulted in damage to the airplane during the landing.

Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

2. REFUELING - NOT PERFORMED - PILOT IN COMMAND
3. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND
4. TERRAIN CONDITION - GRASS
5. AIRCRAFT CONTROL - NOT POSSIBLE - PILOT IN COMMAND
6. TERRAIN CONDITION - DITCH

Factual Information

On March 3, 2004, about 1515 eastern standard time, an Aviat Pitts S2B, N61PS, registered to and operated by a private individual, as a Title 14 CFR part 91 personal flight, veered during a landing in Palm Beach County, Florida. Visual meteorological conditions prevailed, and no flight plan was filed. The commercial-rated pilot was not injured and airplane incurred substantial damage. The flight originated at the Fort Lauderdale Executive Airport, Fort Lauderdale, Florida, the same day, about 1500.

The pilot stated that an earlier flight had occurred, and that fuel had been ordered, but it was not delivered and placed in the airplane's fuel tanks. He further stated that the refueling error was not detected during the preflight inspection for the second flight. He said that they departed from the Fort Lauderdale Executive Airport, flew to the practice area to perform aerobatics, and as he rolled the airplane inverted at the commencement of aerobatic maneuvers, the engine hesitated. He said that immediately he recognized that the airplane had not been refueled after the previous flight, estimating that he had departed with about 6 gallons of fuel, instead of the usual 23 gallons. At the time the engine hesitated, he stated that there was about 2 gallons of fuel in the fuel tanks, and rather than fly over populated areas, he elected to make a precautionary landing on a dirt road close to the practice area. He said the approach and landing flare/touchdown were normal, but during the rollout the sawgrass struck the left wing and the airplane veered to the left, off the dirt road. It then nosed over and came to rest in a water-filled canal, incurring damage.

Pilot Information

Certificate:	Commercial	Age:	56, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Rear
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 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	October 15, 2003
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	April 20, 2002
Flight Time:	2557 hours (Total, all aircraft), 1887 hours (Total, this make and model), 2417 hours (Pilot In Command, all aircraft), 47 hours (Last 90 days, all aircraft), 29 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Aviat	Registration:	N61PS
Model/Series:	Pitts S2B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Aerobatic	Serial Number:	5230
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	November 12, 2003 Annual	Certified Max Gross Wt.:	1700 lbs
Time Since Last Inspection:	83 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2201 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed	Engine Model/Series:	AEIO540D4A5
Registered Owner:	David J. Swartz	Rated Power:	260
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	FXE,14 ft msl	Distance from Accident Site:	5 Nautical Miles
Observation Time:	14:53 Local	Direction from Accident Site:	90°
Lowest Cloud Condition:	Few / 3300 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	13 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	100°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.22 inches Hg	Temperature/Dew Point:	26°C / 17°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Fort Lauderdale, FL (FXE)	Type of Flight Plan Filed:	None
Destination:	(FXE)	Type of Clearance:	None
Departure Time:	15:00 Local	Type of Airspace:	Class E

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	26.197221,-80.170555

Administrative Information

Investigator In Charge (IIC):	Lovell, John
Additional Participating Persons:	John Diaz; Fort Lauderdale, Florida
Original Publish Date:	June 2, 2004
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=58954

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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](#).