



Aviation Investigation Final Report

Location:	Lake Placid, Florida	Accident Number:	ERA10CA279
Date & Time:	May 22, 2010, 08:30 Local	Registration:	N80188
Aircraft:	PZL Mielec M18	Aircraft Damage:	Substantial
Defining Event:	Collision with terr/obj (non-CFIT)	Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

The pilot was departing from the 60-foot-wide runway, which was lined with trees on both sides. During the takeoff roll, the pilot stated that he drifted "too far over to the left" and the airplane's left wing impacted a tree. The airplane subsequently "pulled" to the left, impacted a second tree, nosed over, and came to rest inverted in a canal which ran alongside the runway. The left wing sustained substantial damage. The pilot reported there were no mechanical malfunctions or failures.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain directional control during the takeoff roll.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Directional control - Not attained/maintained

Factual Information

History of Flight

Takeoff	Collision with terr/obj (non-CFIT) (Defining event)
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Pilot Information

Certificate:	Commercial	Age:	24, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Single
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 Without waivers/limitations	Last FAA Medical Exam:	May 17, 2010
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	June 15, 2009
Flight Time:	1600 hours (Total, all aircraft), 40 hours (Total, this make and model), 1500 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PZL Mielec	Registration:	N80188
Model/Series:	M18 A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	1Z025-10
Landing Gear Type:	Tailwheel	Seats:	
Date/Type of Last Inspection:	July 6, 2009 Annual	Certified Max Gross Wt.:	11700 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3737 Hrs	Engine Manufacturer:	Pezetel
ELT:	Not installed	Engine Model/Series:	ASZ-621R-M18
Registered Owner:	Sunniland Aircraft Sales Inc	Rated Power:	986 Horsepower
Operator:	Southern Air Services LLC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	OBE,34 ft msl	Distance from Accident Site:	
Observation Time:	08:27 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	60°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.04 inches Hg	Temperature/Dew Point:	24°C / 23°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Lake Placid, FL (NONE)	Type of Flight Plan Filed:	None
Destination:	Lake Placid, FL (NONE)	Type of Clearance:	None
Departure Time:	08:00 Local	Type of Airspace:	

Airport Information

Airport:	Sunray Airstrip NONE	Runway Surface Type:	Grass/turf
Airport Elevation:		Runway Surface Condition:	Unknown
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	60 ft	VFR Approach/Landing:	None

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:	27.29,-81.36(est)

Administrative Information

Investigator In Charge (IIC):	Andrews, Jill
Additional Participating Persons:	Cheryl King; FAA/FSDO; Orlando, FL
Original Publish Date:	December 20, 2010
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=76073

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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](#).