



# National Transportation Safety Board Aviation Accident Factual Report

---

<b>Location:</b>	Immokalee, FL	<b>Accident Number:</b>	ATL03LA029
<b>Date &amp; Time:</b>	01/03/2003, 1210 EST	<b>Registration:</b>	N45051
<b>Aircraft:</b>	Mielec PZL-M-18	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 137: Agricultural		

---

On January 3, 2003, at 1210 eastern standard time a Mielec PZL-M-18, N45051, registered to and operated by Airwork Enterprises of Florida, Inc., collided with trees following a loss of engine power at the Zipper Farms Airstrip in the vicinity of Immokalee, Florida. The agricultural flight was operated under the provisions of Title 14 CFR Part 137, and visual flight rules. Visual meteorological conditions prevailed and no flight plan was filed. The pilot was not injured, and the airplane sustained substantial damage. The flight originated from the Immokalee Airport in Immokalee, Florida, at 1145.

The agricultural flight was circular in nature and lasted approximately 20 minutes. The pilot attempted to return to Immokalee Airport when a loss of engine power occurred. According to the pilot, the engine flamed out while the airplane was in a left bank. As the pilot maneuvered for an emergency landing, the left wingtip struck trees, and the airplane collided with the ground. The airplane slid backward and, rotated 180 degrees. According to the pilot, in his preflight planning he did not compute the fuel consumption or reference the pilot operating handbook for the intended flight. The pilot stated he did not refuel the airplane after the initial load bearing trip.

Initial examination of the accident site revealed the airplane came to rest upright on its gear and slightly tilted to the left. No fuel was recovered from the right wing tank, 41 gallons of fuel was recovered from the left fuel tank. The wings and fuselage displayed impact damage. Examination of the airframe, flight controls, engine assemblies and accessories revealed no anomalies prior to impact. The pilot stated that this accident could have been prevented if he refueled the airplane before the initial load. According to the pilot this airplane is "notorious for poor fuel feeding when low on fuel".

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	51, Male
<b>Airplane Rating(s):</b>	Single-engine Land; Single-engine Sea	<b>Seat Occupied:</b>	Single
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Without Waivers/Limitations	<b>Last FAA Medical Exam:</b>	12/05/2002
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	09/27/2001
<b>Flight Time:</b>	7700 hours (Total, all aircraft), 500 hours (Total, this make and model), 7500 hours (Pilot In Command, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Mielec	<b>Registration:</b>	N45051
<b>Model/Series:</b>	PZL-M-18	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Restricted	<b>Serial Number:</b>	12011-04
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	1
<b>Date/Type of Last Inspection:</b>	03/23/2002, Annual	<b>Certified Max Gross Wt.:</b>	11700 lbs
<b>Time Since Last Inspection:</b>	15 Hours	<b>Engines:</b>	1 Turbo Prop
<b>Airframe Total Time:</b>	1885 Hours at time of accident	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	T53-L
<b>Registered Owner:</b>	Airwork Enterprises of Florida Inc	<b>Rated Power:</b>	1100 hp
<b>Operator:</b>	Douglas Hodges	<b>Operating Certificate(s) Held:</b>	

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	RSW, 30 ft msl	Distance from Accident Site:	
Observation Time:	1253 EDT	Direction from Accident Site:	
Lowest Cloud Condition:	Few / 2600 ft agl	Visibility	10 Miles
Lowest Ceiling:	Overcast / 4200 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	310°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.01 inches Hg	Temperature/Dew Point:	18° C / 11° C
Precipitation and Obscuration:			
Departure Point:	Immokalee, FL (IMM)	Type of Flight Plan Filed:	None
Destination:	Hendry County, FL (PVT)	Type of Clearance:	None
Departure Time:	1115 EDT	Type of Airspace:	Class G

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	26.538056, -81.758611

## Administrative Information

Investigator In Charge (IIC):	Butch Wilson
Additional Participating Persons:	Frank Donovan; Fort Lauderdale FSDO-17; Fort Lauderdale, FL
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .