



National Transportation Safety Board Aviation Accident Final Report

Location:	Belle Glade, FL	Accident Number:	MIA03LA138
Date & Time:	07/01/2003, 1505 EDT	Registration:	N82120
Aircraft:	WSK PZL Mielec M-18A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

The pilot stated that during the takeoff roll from the hard-packed rock road used as a runway, the right main landing gear tire blew. He applied left rudder input and slight left brake, but the airplane veered to the right, off the road onto soft sand/muck, and the airplane then nosed over. He further reported that the tire blew when the airplane was traveling about 70 mph, which was too slow to fly and too fast to stop before nosing over. The right main landing gear tire had been replaced in May 2003, and it had accumulated approximately 84 hours in service.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The inability of the pilot to maintain directional control of the airplane following a blown right main landing gear tire during the takeoff roll, resulting in the airplane rolling into soft terrain and subsequent nose over. A factor in the accident was the pilot's delay in reducing power immediately after the blown tire.

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. LANDING GEAR, TIRE - DEFLATED

Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

2. (C) DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
3. (F) THROTTLE/POWER CONTROL - DELAYED - PILOT IN COMMAND

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: TAKEOFF - ABORTED

Findings

4. TERRAIN CONDITION - SOFT

Occurrence #4: NOSE OVER
Phase of Operation: TAKEOFF - ABORTED

Factual Information

On July 1, 2003, about 1505 eastern daylight time, a WSK PZL Mielec M-18A, N82120, registered to and operated by Aero-Ad, Inc., nosed over during the takeoff roll from a private airstrip near Belle Glade, Florida. Visual meteorological conditions prevailed at the time and no flight plan was filed for the 14 CFR Part 137 local aerial application flight. The airplane was substantially damaged and the commercial-rated pilot, the sole occupant, was not injured. The flight was originating at the time of the accident.

The pilot stated that during the takeoff roll from the hard-packed rock road used as a runway, the right main landing gear tire blew. He applied left rudder input and slight left brake, but the airplane veered to the right, off the road onto soft sand/muck, and the airplane then nosed over. He further reported that the tire blew when the airplane was traveling about 70 mph, which was too slow to fly and too fast to stop before nosing over. The right main landing gear tire had been replaced in May 2003, and it had accumulated approximately 84 hours in service.

Pilot Information

Certificate:	Commercial	Age:	40, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Center
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	09/03/2002
Occupational Pilot:		Last Flight Review or Equivalent:	02/22/2002
Flight Time:	2500 hours (Total, all aircraft), 1500 hours (Total, this make and model), 2460 hours (Pilot In Command, all aircraft), 104 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	WSK PZL Mielec	Registration:	N82120
Model/Series:	M-18A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Restricted	Serial Number:	1Z020-22
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	100 Hour	Certified Max Gross Wt.:	9800 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3935.2 Hours at time of accident	Engine Manufacturer:	WSK PZL Kalis
ELT:	Not installed	Engine Model/Series:	ASz-621R-M18
Registered Owner:	Aero-Ad, Inc.	Rated Power:	967 hp
Operator:	Aero-Ad, Inc.	Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	X7DG

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KPBI, 19 ft msl	Distance from Accident Site:	
Observation Time:	1453 EDT	Direction from Accident Site:	
Lowest Cloud Condition:	Few / 2700 ft agl	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	11 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.09 inches Hg	Temperature/Dew Point:	31° C / 23° C
Precipitation and Obscuration:			
Departure Point:	Belle Glade, FL	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1505 EDT	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	Unknown
Airport Elevation:	12 ft	Runway Surface Condition:	Rough
Runway Used:	18	IFR Approach:	Unknown
Runway Length/Width:	3800 ft / 50 ft	VFR Approach/Landing:	Unknown

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:	26.800000, -80.533333

Administrative Information

Investigator In Charge (IIC):	Timothy W Monville	Report Date:	04/28/2004
Additional Participating Persons:	Michael Lebhaft; FAA Flight Standards District Office; Fort Lauderdale, FL		
Publish Date:			
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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.ntsbt.gov/pubdms/ .		

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