



National Transportation Safety Board Aviation Accident Final Report

Location:	Parkland, FL	Accident Number:	MIA04CA055
Date & Time:	03/03/2004, 1515 EST	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

Pilot Information

Certificate:	Commercial	Age:	56, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
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:	10/15/2003
Occupational Pilot:		Last Flight Review or Equivalent:	04/20/2002
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:	No
Airworthiness Certificate:	Aerobatic	Serial Number:	5230
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	11/12/2003, Annual	Certified Max Gross Wt.:	1700 lbs
Time Since Last Inspection:	83 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2201 Hours at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed	Engine Model/Series:	AEIO540D4A5
Registered Owner:	David J. Swartz	Rated Power:	260
Operator:	David J. Swartz	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	FXE, 14 ft msl	Distance from Accident Site:	5 Nautical Miles
Observation Time:	1453 EST	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:	30.23 inches Hg	Temperature/Dew Point:	26°C / 17°C
Precipitation and Obscuration:			
Departure Point:	Fort Lauderdale, FL (FXE)	Type of Flight Plan Filed:	None
Destination:	(FXE)	Type of Clearance:	None
Departure Time:	1500 EST	Type of Airspace:	Class E

Airport Information

Airport:	Runway Surface Type:
Airport Elevation:	Runway Surface Condition:
Runway Used:	IFR Approach:
Runway Length/Width:	VFR Approach/Landing:

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	26.197222, -80.170556

Administrative Information

Investigator In Charge (IIC):	John W Lovell	Report Date:	06/02/2004
Additional Participating Persons:	John Diaz; Fort Lauderdale, Florida		
Publish Date:			
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
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.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).