



National Transportation Safety Board Aviation Accident Final Report

Location:	DANIA, FL	Accident Number:	MIA83FA133
Date & Time:	04/28/1983, 1935 EDT	Registration:	N213S
Aircraft:	BEECH D18S	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Serious, 1 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE ACFT CRASHED IN A WOODED AREA DURING A FORCED LANDING FOLLOWING A POWER LOSS ON BOTH OF ITS ENGINES. THE ACFT HAD BEEN FLOWN TO BIMINI FROM OPA-LOCKA, FL. ABOUT 75 GALLONS OF FUEL WAS DRAINED FROM THE ACFT. UPON THE RETURN TO FT LAUDERDALE, FL, THE LANDING GEAR HAD TO BE MANUALLY OPERATED BECAUSE OF A KNOWN PRE-EXISTING ELECTRICAL PROBLEM. THIS ALSO PRECLUDED RADIO COMMUNICATIONS. UPON EXECUTING A TOUCH AND GO LANDING AT FT LAUDERDALE THE FUEL PRESSURE LIGHTS WHICH HAD BEEN FLICKERING NOW CAME ON STEADY ON THE RIGHT ENGINE. THE PLT CUT THE MIXTURE ON THAT ENGINE AT 500 FT AGL. ALMOST IMMEDIATELY THE LEFT ENGINE LIGHT CAME ON AND IT QUIT ALSO. THE ACFT WAS CRASH LANDED. POST ACCIDENT EXAMINATION REVEALED THAT ALL FUEL TANKS WERE EMPTY. THE ACFT OWNER SAID THE ACFT HAD 145 GALLONS ON BOARD PRIOR TO LEAVING FLORIDA. THE ACFT FLEW ABOUT 1 HOUR AND 20 MINUTES AT 50 GALLONS AN HOUR PLUS OFFLOADING 75 GALLONS AT BIMINI.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. (C) FLUID,FUEL - EXHAUSTION
3. (C) FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2: FORCED LANDING
Phase of Operation: MANEUVERING

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Factual Information

Pilot Information

Certificate:	Private	Age:	27, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	04/29/1982
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	910 hours (Total, all aircraft), 167 hours (Total, this make and model), 770 hours (Pilot In Command, all aircraft), 100 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N213S
Model/Series:	D18S D18S	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	52-10936
Landing Gear Type:	Retractable - Tailwheel	Seats:	2
Date/Type of Last Inspection:	12/12/1982, Annual	Certified Max Gross Wt.:	9800 lbs
Time Since Last Inspection:	22 Hours	Engines:	2 Reciprocating
Airframe Total Time:	6654 Hours	Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	R-985-14B
Registered Owner:	GREEN AIRCRAFT SERVICES INC.	Rated Power:	450 hp
Operator:	ANTON J. KOPRIVNIK	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dusk
Observation Facility, Elevation:	FLL, 10 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	1942 EDT	Direction from Accident Site:	100°
Lowest Cloud Condition:	Scattered / 0 ft agl	Visibility	8 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	80°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	23° C / 16° C
Precipitation and Obscuration:			
Departure Point:	BIMINI, BH (MYBS)	Type of Flight Plan Filed:	None
Destination:	FT. LAUDERDALE, FL (FLL)	Type of Clearance:	None
Departure Time:	1900	Type of Airspace:	Class D

Airport Information

Airport:	FT. LAUDERDALE (FLL)	Runway Surface Type:	Asphalt
Airport Elevation:	10 ft	Runway Surface Condition:	Dry
Runway Used:	9R	IFR Approach:	None
Runway Length/Width:	5316 ft / 150 ft	VFR Approach/Landing:	Touch and Go

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 1 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	LUIS	CARMONA	Report Date:
Additional Participating Persons:			
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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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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](#).