

 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: MIA95LA149		Aircraft Registration Number: N7631S	
		Occurrence Date: 06/11/1995		Most Critical Injury: Serious	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place MIAMI		State FL	Zip Code 33156	Local Time 1004	Time Zone EDT
Airport Proximity: Off Airport/Airstrip		Distance From Landing Facility: 6		Direction From Airport: 101	
Aircraft Information Summary					
Aircraft Manufacturer BELLANCA		Model/Series 8KCAB		Type of Aircraft Airplane	
Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:					
<p>On June 11, 1995, about 1004 eastern daylight time, a Bellanca 8KCAB, N7631S, registered to APT Aviation, Inc., was substantially damaged during a forced landing on a road east of the Kendall-Tamiami Executive Airport, Miami, Florida, while on a 14 CFR Part 91 personal flight. Visual meteorological conditions prevailed at the time and no flight plan was filed. The commercial-rated pilot, the sole occupant, was not injured. A vehicle struck by the airplane received minor damage and the driver of the vehicle sustained serious injuries indirectly related to the collision. The flight originated about 0940 from the Opa-Locka Airport, Opa-Locka, Florida.</p> <p>The pilot stated that at various times during the flight as well as just before the engine failure, he exercised the alternate air (heated, unfiltered air) control to verify operation. The only discrepancy noted was that the handle would return to the alternate position if not held to the normal (filtered) position. During cruise flight at 1,000 feet inbound to the Tamiami Airport, the engine failed. Emergency procedures included verification that the fuel selector was in the "on" position, the auxiliary fuel pump was turned "on" and the mixture control was pushed to the "full rich" position. The engine failed to respond and the pilot executed a forced landing to the north on the southbound lanes of U.S. 1. During the landing roll the roof of a vehicle was scraped by the right wing of the airplane which then collided with a tree. The airplane yawed clockwise and came to rest upright with the left main landing gear attached only by the brake line.</p> <p>Examination of the cockpit at the accident site revealed that the alternate air control was nearly fully engaged. The airplane was then recovered and further examination of the air induction system revealed a piece of paper in the air inlet of the servo fuel injector. The paper was about 28 inches long and had numerous areas of blue/green stains.</p> <p>The engine with propeller installed were removed from the airframe and placed on a test stand. The paper was removed and the engine was started and operated to near full rated rpm. The only discrepancy noted was an excessive magneto drop when operating on the right magneto. The sleeve (insulator) at the spark plug end of the No. 1 cylinder bottom ignition lead was found to be broken. Review of the overhaul manual for the engine revealed that the No. 1 bottom ignition lead is routed to the right magneto.</p> <p>Review of the engine logbook revealed that the servo fuel injector had been removed on May 8, 1995, and reinstalled on May 28, 1995. The airplane had been operated for about 3.8 hours since the servo fuel injector was reinstalled.</p>					
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Landing Facility/Approach Information						
Airport Name KENDALL-TAMIAMI EXECUTIVE		Airport ID: TMB	Airport Elevation Ft. MSL	Runway Used 0	Runway Length	Runway Width
Runway Surface Type:						
Runway Surface Condition:						
Type Instrument Approach:						
VFR Approach/Landing: Forced Landing						
Aircraft Information						
Aircraft Manufacturer BELLANCA		Model/Series 8KCAB		Serial Number 247-76		
Airworthiness Certificate(s): Acrobatic; Normal						
Landing Gear Type: Tailwheel						
Homebuilt Aircraft? No	Number of Seats: 2	Certified Max Gross Wt. 1800 LBS		Number of Engines: 1		
Engine Type: Reciprocating		Engine Manufacturer: LYCOMING		Model/Series: AEIO-320-E1B		
				Rated Power: 150 HP		
- Aircraft Inspection Information						
Type of Last Inspection Annual		Date of Last Inspection 12/1994	Time Since Last Inspection 53 Hours		Airframe Total Time 1750 Hours	
- Emergency Locator Transmitter (ELT) Information						
ELT Installed? Yes		ELT Operated? Yes		ELT Aided in Locating Accident Site? No		
Owner/Operator Information						
Registered Aircraft Owner APT AVIATION, INC.		Street Address 13800 S.W. 111 ST.				
		City MIAMI		State FL	Zip Code 33186	
Operator of Aircraft LAWRENCE M. PLOUCHA		Street Address Same as Reg'd Aircraft Owner				
		City		State	Zip Code	
Operator Does Business As:				Operator Designator Code:		
- Type of U.S. Certificate(s) Held: None						
Air Carrier Operating Certificate(s):						
Operating Certificate:			Operator Certificate:			
Regulation Flight Conducted Under: Part 91: General Aviation						
Type of Flight Operation Conducted: Personal						

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First Pilot Information

Name On File	City On File	State On File	Date of Birth On File	Age 46
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Sex: M	Seat Occupied: Front	Principal Profession: Lawyer	Certificate Number: On File
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Certificate(s): Flight Instructor; Commercial

Airplane Rating(s): Multi-engine Land; Single-engine Land; Single-engine Sea

Rotorcraft/Glider/LTA: None

Instrument Rating(s): Airplane

Instructor Rating(s): Airplane Single-engine; Instrument Airplane

Type Rating/Endorsement for Accident/Incident Aircraft? No	Current Biennial Flight Review?
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Medical Cert.: Class 2	Medical Cert. Status: Valid Medical--w/ waivers/lim.	Date of Last Medical Exam: 08/1994
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- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air
						Actual	Simulated			
Total Time	1982	68	1918	72	107	20	110		11	
Pilot In Command(PIC)	1772	60	1728	1	100	15	60		5	
Instructor	973	6	973		20					
Last 90 Days	46	9	35				2	11		
Last 30 Days	18	2	11						7	
Last 24 Hours	3	1	1						2	

Seatbelt Used? Yes	Shoulder Harness Used? Yes	Toxicology Performed? No	Second Pilot? No
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Flight Plan/Itinerary

Type of Flight Plan Filed: None

Departure Point	State	Airport Identifier OPF	Departure Time 0940	Time Zone EDT
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Destination Local Flight	State	Airport Identifier TMB	
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Type of Clearance: None

Type of Airspace: Class G

Weather Information

Source of Briefing:
No record of briefing

Method of Briefing:

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Weather Information

WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
TMB	1011	EDT	10 Ft. MSL	5 NM	281 Deg. Mag.

Sky/Lowest Cloud Condition: Unknown 0 Ft. AGL Condition of Light: Day

Lowest Ceiling: Broken 3000 Ft. AGL Visibility: 15 SM Altimeter: 29.00 "Hg

Temperature: 29 °C Dew Point: 23 °C Wind Direction: 120 Density Altitude: Ft.

Wind Speed: 6 Gusts: Weather Conditions at Accident Site: Visual Conditions

Visibility (RVR): 0 Ft. Visibility (RVV) 0 SM Intensity of Precipitation: Unknown

Restrictions to Visibility: None

Type of Precipitation: None

Accident Information

Aircraft Damage: Substantial Aircraft Fire: None Aircraft Explosion: None

Classification: U.S. Registered/U.S. Soil

- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot				1	1
Second Pilot					
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants					
Other Crew					
Passengers					
- TOTAL ABOARD -				1	1
Other Ground	0	1	0		1
- GRAND TOTAL -	0	1	0	1	2

National Transportation Safety Board

FACTUAL REPORT

AVIATION



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Occurrence Type: Accident

Administrative Information

Investigator-In-Charge (IIC)

TIMOTHY W. MONVILLE

Additional Persons Participating in This Accident/Incident Investigation:

RICHARD A ARAUJO
FAA FSDO
MIAMI, FL

EDWARD ROGALSKI
LYCOMING
BELLEVIEW, FL 34421