



National Transportation Safety Board Aviation Accident Final Report

Location:	HOLLYWOOD, FL	Accident Number:	MIA83FA121
Date & Time:	04/14/1983, 1508 EST	Registration:	N444PV
Aircraft:	BEECH G18S	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

THE PLT STATED THAT START, TAXI & TAKEOFF WERE NORMAL UNTIL AFTER HE RAISED THE GEAR HANDLE & THE ACFT WAS CLIMBING THRU APRX 150 TO 200 FT AGL. AT THAT TIME, HE NOTICED THAT THE LEFT ENG RPM WAS DECAYING. THERE WAS INSUFFICIENT RWY REMAINING TO ABORT, SO HE ELECTED TO FEATHER THE LEFT ENG & CONTINUE THE TAKEOFF. THE LEFT PROP STOPPED ROTATING BEFORE IT FEATHERED. WITH ADDITIONAL DRAG FROM THE LEFT PROP, THE ACFT WOULD NOT CLIMB OR MAINTAIN LEVEL FTL. THE PLT WAS ABLE TO FLY THE ACFT OVER BUILDINGS & OTHER OBSTACLES (UP TO 75 FT TALL) NEAR THE ARPT BOUNDRY. JUST BEYOND THESE OBSTACLES, THE ACFT STRUCK TREES & CRASHED IN A WOODED AREA. THERE WAS A SMALL POST-IMPACT FIRE NEAR THE ACCESSORY SECTION OF THE RIGHT ENG. AN EXAM & TEARDOWN OF THE LEFT ENG REVEALED THAT AN IMPELLER SHAFT BEARING, PRATT & WHITNEY PART NUMBER 288943, HAD FAILED & ALLOWED THE IMPELLER TO RUB AGAINST THE DIFFUSER. NO OTHER PREIMPACT FAILURES WERE FOUND.

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) - MECH FAILURE/MALF
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) ENG ASSEMBLY,BLOWER/IMPELLER/INTEGRAL SUPERCHARGER - FAILURE,TOTAL

Occurrence #2: FORCED LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

2. (F) PROPELLER FEATHERING - NOT POSSIBLE - PILOT IN COMMAND

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

Findings

3. (F) TERRAIN CONDITION - NONE SUITABLE
4. (F) TERRAIN CONDITION - HIGH OBSTRUCTION(S)
5. (F) OBJECT - TREE(S)

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Airline Transport	Age:	31, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	Glider	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	03/21/1983
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	5810 hours (Total, all aircraft), 800 hours (Total, this make and model), 5695 hours (Pilot In Command, all aircraft), 36 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N444PV
Model/Series:	G18S G18S	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	BA598
Landing Gear Type:	Retractable - Tailwheel	Seats:	2
Date/Type of Last Inspection:	12/21/1982, 100 Hour	Certified Max Gross Wt.:	9800 lbs
Time Since Last Inspection:	67 Hours	Engines:	2 Reciprocating
Airframe Total Time:	5463 Hours	Engine Manufacturer:	P&W
ELT:	Installed, activated	Engine Model/Series:	R-985-14B
Registered Owner:	WALKER'S INTERL., INC.	Rated Power:	450 hp
Operator:	WALKER'S INTERL., INC.	Operating Certificate(s) Held:	Commuter Air Carrier (135)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	FLL, 11 ft msl	Distance from Accident Site:	50 Nautical Miles
Observation Time:	1510 EST	Direction from Accident Site:	270°
Lowest Cloud Condition:	Scattered / 3000 ft agl	Visibility	8 Miles
Lowest Ceiling:	Broken / 25000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	15 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	140°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	-18°C / 17°C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	VFR
Destination:	WALKER'S CAY BH (ZWC)	Type of Clearance:	None
Departure Time:	1507 EST	Type of Airspace:	Class E

Airport Information

Airport:	FT. LAUDERDALE HW. INTL. (FLL)	Runway Surface Type:	Asphalt
Airport Elevation:	11 ft	Runway Surface Condition:	Dry
Runway Used:	9L	IFR Approach:	None
Runway Length/Width:	8048 ft / 150 ft	VFR Approach/Landing:	Forced Landing

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	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](#).