



Aviation Investigation Final Report

Location:	CAPTIVA, Florida	Accident Number:	MIA86LA094
Date & Time:	March 9, 1986, 12:15 Local	Registration:	GPZS
Aircraft:	PIPER PA-32R	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor, 4 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT STATED THAT SHE WAS MAKING A LOW FINAL APPROACH TO THE 2200 FT GRASS STRIP & LOST LIFT AS THE ACFT PASSED BELOW & BEHIND THE TREELINE. THE PLT'S HUSBAND, ALSO A PLT, OCCUPYING THE RIGHT FRONT SEAT, STATED THAT HIS WIFE MAY HAVE BEEN SOMEWHAT INTIMIDATED BY THE SEEMINGLY SHORT STRIP & MAY HAVE OVERLY COMPENSATED FOR THE EXISTING CONDITIONS & CIRCUMSTANCES. THE APCH WAS BEING MADE TO RWY 10. THE SURFACE WINDS AT FT MYERS, 18 MI AWAY, WERE 100 DEG AT 11 KTS WITH GUSTS TO 18 KNTS.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (C) PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
2. (F) LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	Female
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Unknown Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	September 6, 1985
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	335 hours (Total, all aircraft), 26 hours (Total, this make and model), 318 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 8 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	GPZS
Model/Series:	PA-32R PA-32R	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	32R7680363
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	July 4, 1985 Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	14 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1436 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-540-K1A5D
Registered Owner:	E. ELAINE SIMS	Rated Power:	300 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	FMY ,18 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	11:50 Local	Direction from Accident Site:	90°
Lowest Cloud Condition:	Scattered / 3000 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	11 knots / 18 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	100°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	25°C / 13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	FT. MYERS , FL (FMY)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	12:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	SEAIR 4X2	Runway Surface Type:	Grass/turf
Airport Elevation:	6 ft msl	Runway Surface Condition:	Dry
Runway Used:	9	IFR Approach:	None
Runway Length/Width:	2200 ft / 65 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor, 4 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor, 4 None	Latitude, Longitude:	26.579414,-82.209167(est)

Administrative Information

Investigator In Charge (IIC): Bird, Ronald

Additional Participating Persons: STANLEY OKON; ORLANDO , FL

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=31586>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).