



Aviation Investigation Final Report

Location:	NEW SMYRNA BCH, Florida	Accident Number:	MIA87LA100
Date & Time:	March 8, 1987, 11:45 Local	Registration:	N100LT
Aircraft:	CESSNA 337E	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT STATED THAT ON SHORT FINAL THE AUTO-PLT ACTIVATED RESULTING IN AN UNCONTROLLED 50-60 DEGREE NOSE LOW LEFT BANK. THE ACFT THEN VEERED FROM THE APCH PATH OFF THE ARPT PROPERTY WHERE IT THEN COLLIDED WITH A VEHICLE & TREE BEFORE COMING TO REST. INSPECTION OF THE ACFT REVEALED NO EVIDENCE OF PRE-IMPACT FAILURE OR MALFUNCTION OF THE FLT CONTROLS OR AUTO-PLT.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (C) FLIGHT CONTROL SYSTEM - UNDETERMINED
2. (C) AUTOPILOT/FLIGHT DIRECTOR - UNDETERMINED

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: DESCENT - UNCONTROLLED

Findings

3. OBJECT - VEHICLE

4. OBJECT - TREE(S)

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Factual Information

Pilot Information

Certificate:	Private	Age:	55, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	July 8, 1986
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1164 hours (Total, all aircraft), 512 hours (Total, this make and model), 1059 hours (Pilot In Command, all aircraft), 55 hours (Last 90 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N100LT
Model/Series:	337E 337E	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	33701295
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	April 4, 1986 Annual	Certified Max Gross Wt.:	4400 lbs
Time Since Last Inspection:	95 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	2705 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-360
Registered Owner:	MC DAVIS	Rated Power:	210 Horsepower
Operator:	WALTCO,INC.	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:	DAB ,35 ft msl	Distance from Accident Site:	9 Nautical Miles
Observation Time:	11:49 Local	Direction from Accident Site:	327°
Lowest Cloud Condition:	Scattered / 2500 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	18 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	25°C / 17°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	STUART , FL (SUA)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	11:15 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:	0 ft msl	Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	
Runway Length/Width:	0 ft / 0 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): Monville, Timothy

Additional Participating Persons:

Original Publish Date: March 30, 1988

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=31866>

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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](#).