



Aviation Investigation Final Report

Location:	SAN JUAN, Puerto Rico	Accident Number:	MIA87LA158
Date & Time:	May 8, 1987, 18:05 Local	Registration:	N1253M
Aircraft:	CESSNA 337E	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

THE PLT STATED THAT DURING THE BASE LEG WITH 2/3 FLAPS LOWERED THE ACFT ENTERED AN UNCONTROLLED LEFT BANK. CONTROL WAS PARTIALLY REGAINED, HOWEVER, THE ACFT THEN ENTERED A SPIN TO THE LEFT. CONTROL WAS NOT ESTABLISHED BEFORE THE ACFT CRASHED INTO THE OCEAN WHERE IT RESTS IN APRX 23 FEET OF WATER. THE ACFT HAS NOT BEEN RECOVERED THEREFORE NO DETERMINATION COULD BE MADE AS TO THE REASON FOR THE LOSS OF CONTROL DESCRIBED BY THE 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 - BASE TURN

- Findings
1. (C) REASON FOR OCCURRENCE UNDETERMINED
 2. (C) STALL/SPIN - INADVERTENT - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

3. TERRAIN CONDITION - WATER, GLASSY

Factual Information

Pilot Information

Certificate:	Private	Age:	61, Male
Airplane Rating(s):	Single-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:	December 24, 1985
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	312 hours (Total, all aircraft), 11 hours (Total, this make and model), 6 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N1253M
Model/Series:	337E 337E	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	33701253
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	April 12, 1987 Annual	Certified Max Gross Wt.:	4630 lbs
Time Since Last Inspection:	10 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	3575 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	IO-360-C
Registered Owner:	BERMARD V. BAUS	Rated Power:	210 Horsepower
Operator:		Operating Certificate(s) Held:	
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:	SJU ,9 ft msl	Distance from Accident Site:	12 Nautical Miles
Observation Time:	18:19 Local	Direction from Accident Site:	102°
Lowest Cloud Condition:	Scattered / 1500 ft AGL	Visibility	13 miles
Lowest Ceiling:	Broken / 4500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	PONCE , PR (PSE)	Type of Flight Plan Filed:	None
Destination:	SAN JUAN , PR (SIG)	Type of Clearance:	None
Departure Time:	17:29 Local	Type of Airspace:	Class D

Airport Information

Airport:		Runway Surface Type:	Water
Airport Elevation:		Runway Surface Condition:	Water-calm
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): Monville, Timothy

Additional Participating Persons:

Original Publish Date: March 10, 1988

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=31911>

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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](#).