



Aviation Investigation Final Report

Location:	OKLAWAHA, Florida	Accident Number:	MIA87LA159
Date & Time:	May 15, 1987, 20:20 Local	Registration:	N2106V
Aircraft:	CESSNA 120	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT STATED THAT A T-STRM HAD RECENTLY PASSED OVER HIS HOME AIRSTRIP MADE OF CLAY & GRASS & HAD LEFT A PUDDLE OF STANDING WATER ABOUT 4 INCHES DEEP ON A PORTION OF THE RWY. DURING THE LANDING ROLL, JUST PRIOR TO THE TAILWHEEL CONTACTING THE RWY, THE MAIN GEAR HIT THE PUDDLE & THE ACFT WENT UP ON ITS NOSE, THEN OVER ON ITS BACK. THE PLT STATED THAT IT WAS DUSK. THE LIGHTING CONDITIONS WERE NOT GOOD & THAT HE DID NOT SEE THE WATER UNTIL IT WAS TOO LATE TO AVOID IT. HE STATED THAT HE WAS NOT SURE, BUT PERHAPS THE ACCIDENT COULD HAVE BEEN AVOIDED IF HE HAD TURNED ON HIS LDG LIGHT PRIOR TO LDG.

Probable Cause and Findings

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

Findings

Occurrence #1: NOSE OVER
Phase of Operation: LANDING - ROLL

Findings

1. (C) IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
2. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND
3. (F) TERRAIN CONDITION - WET
4. (F) LANDING LIGHTS - NOT USED - PILOT IN COMMAND

5. (F) VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
6. LIGHT CONDITION - DUSK

Factual Information

Pilot Information

Certificate:	Private	Age:	62, 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 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	October 15, 1986
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	188 hours (Total, all aircraft), 703 hours (Total, this make and model), 1117 hours (Pilot In Command, all aircraft), 52 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N2106V
Model/Series:	120 120	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	14627
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	October 14, 1986 Annual	Certified Max Gross Wt.:	1450 lbs
Time Since Last Inspection:	85 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4817 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-200
Registered Owner:	MICHAEL G. QUINLAN	Rated Power:	100 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:	Dusk
Observation Facility, Elevation:	GNV ,159 ft msl	Distance from Accident Site:	40 Nautical Miles
Observation Time:	19:56 Local	Direction from Accident Site:	330°
Lowest Cloud Condition:	Scattered / 800 ft AGL	Visibility	7 miles
Lowest Ceiling:	Broken / 1200 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	23°C / 19°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	BELLEVIEW , FL (7FLO)	Type of Flight Plan Filed:	None
Destination:	OKLAWAHA , FL (36X)	Type of Clearance:	None
Departure Time:	20:15 Local	Type of Airspace:	Class G

Airport Information

Airport:	OKLAWAHA 36X	Runway Surface Type:	Dirt
Airport Elevation:	100 ft msl	Runway Surface Condition:	Wet
Runway Used:	2	IFR Approach:	None
Runway Length/Width:	3000 ft / 97 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): Bird, Ronald

Additional Participating Persons: WILLIAM B WILT; ST. PETERSBURG , FL

Original Publish Date: May 9, 1988

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=31912>

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](#).