



Aviation Investigation Final Report

Location:	MILTON, Florida	Accident Number:	MIA89LA236
Date & Time:	August 27, 1989, 13:20 Local	Registration:	N5699J
Aircraft:	CESSNA 188A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation		

Analysis

THE ACFT ENCOUNTERED HVY TURBULENCE AFTER THE PLT TOOK OFF & TURNED ONTO A DOWNWIND LEG OF THE TRAFFIC PATTERN WITH A THUNDERSTORM NORTHWEST OF THE ARPT. THE ACFT WAS STABILIZED & THE PLT ELECTED TO LAND. THE PLT RPRTD THAT AFTER TURNING ONTO FINAL APCH TO LAND, THE ACFT ENTERED AN UNCOMMANDED 90 DEG BANK. HE ATTEMPTED TO CORRECT THE SITUATION, BUT THE ACFT DSCNDD IN A NOSE & RIGHT WING LOW ATTITUDE. BEFORE RECOVERY, THE ACFT CONTACTED THE GROUND & SLID TO A STOP WITH DAMAGE TO THE PROP, ENG MOUNT, RIGHT WING & RIGHT MAIN GEAR.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FLIGHT IN KNOWN ADVERSE WEATHER BY THE PILOT. TURBULENCE FROM THE NEARBY THUNDERSTORM WAS A RELATED FACTOR.

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: APPROACH - VFR PATTERN - DOWNWIND

Findings

1. (F) WEATHER CONDITION - TURBULENCE(THUNDERSTORMS)
2. (C) FLIGHT INTO KNOWN ADVERSE WEATHER - PERFORMED - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings
3. AIRCRAFT CONTROL - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: APPROACH

Factual Information

Pilot Information

Certificate:	Commercial	Age:	50, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	January 6, 1989
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	2100 hours (Total, all aircraft), 35 hours (Total, this make and model), 100 hours (Last 90 days, all aircraft), 65 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N5699J
Model/Series:	188A 188A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	18800649
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	3800 lbs
Time Since Last Inspection:	0 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Not installed	Engine Model/Series:	O-470-R
Registered Owner:	WALKER, HUBERT D.	Rated Power:	230 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:	PNS ,121 ft msl	Distance from Accident Site:	14 Nautical Miles
Observation Time:	12:59 Local	Direction from Accident Site:	225°
Lowest Cloud Condition:	Scattered / 2500 ft AGL	Visibility	7 miles
Lowest Ceiling:	Broken / 25000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-18°C / -18°C
Precipitation and Obscuration:	Light - None - Rain		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	13:15 Local	Type of Airspace:	

Airport Information

Airport:	MILTON T FIELD 2R4	Runway Surface Type:	Asphalt
Airport Elevation:	81 ft msl	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	3700 ft / 75 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	30.629646,-87.039695(est)

Administrative Information

Investigator In Charge (IIC): Monville, Timothy

Additional Participating Persons:

Original Publish Date: September 30, 1991

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=32492>

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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](#).