



Aviation Investigation Final Report

Location:	MONTICELLO, Florida	Accident Number:	MIA91LA197
Date & Time:	August 10, 1991, 11:30 Local	Registration:	N21684
Aircraft:	CESSNA A188B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

WHILE MANEUVERING THE ENG QUIT PRODUCING POWER. THE RT WING SEPARATED AFTER COLLIDING WITH A TREE DURING THE LANDING ROLL; THEREFORE, NO DETERMINATION COULD BE MADE IF THE SUPPLY WAS CONTAMINATED. THE REMAINING FUEL SUPPLY WAS CHECKED FOR CONTAMINANTS; NONE WERE FOUND. THE ENG WAS STARTED & FOUND TO OPERATE NORMALLY. NO DETERMINATION COULD BE MADE AS TO THE REASON FOR THE LOSS OF ENG POWER.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: LOSS OF ENGINE POWER DUE TO UNDETERMINED REASONS AND THE UNSUITABLE TERRAIN ENCOUNTERED DURING THE FORCED LANDING.

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: CRUISE - NORMAL

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: DESCENT - EMERGENCY

Findings

2. OBJECT - TREE(S)

3. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - ENCOUNTERED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	29, 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:	June 19, 1991
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	593 hours (Total, all aircraft), 91 hours (Total, this make and model), 503 hours (Pilot In Command, all aircraft), 91 hours (Last 90 days, all aircraft), 81 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N21684
Model/Series:	A188B A188B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	18800956
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	January 2, 2000 Annual	Certified Max Gross Wt.:	4000 lbs
Time Since Last Inspection:	170 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3981 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Not installed	Engine Model/Series:	IO-520-D
Registered Owner:	SOUTH GEORGIA FLT TRAINING	Rated Power:	300 Horsepower
Operator:		Operating Certificate(s) Held:	
Operator Does Business As:	SOUTH GEORGIA AVIATION	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Unknown	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	5 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	27°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	BOSTON , GA	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	10:40 Local	Type of Airspace:	

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced landing

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:	30.540805,-83.869415(est)

Administrative Information

Investigator In Charge (IIC): Monville, Timothy

Additional Participating Persons: GEORGE LITTLEFIELD; ORLANDO , FL

Original Publish Date: March 24, 1993

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=32914>

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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](#).