



# Aviation Investigation Final Report

<b>Location:</b>	CARRABELLE, Florida	<b>Accident Number:</b>	MIA92FA004
<b>Date &amp; Time:</b>	October 5, 1991, 13:15 Local	<b>Registration:</b>	N3673X
<b>Aircraft:</b>	AERO COMMANDER 100	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE NON INSTRUMENT-RATED PILOT DEPARTED ON A VFR CROSS-COUNTRY FLIGHT WITHOUT OBTAINING A WEATHER BRIEFING. THE AIRPLANE WAS NOT EQUIPPED WITH THE REQUIRED VFR DAY FLIGHT EQUIPMENT. THE PILOT ENCOUNTERED A THUNDERSTORM. WHILE MANEUVERING THE AIRPLANE, THE PILOT EXPERIENCED AN IN-FLIGHT LOSS OF CONTROL FOR FAILURE TO MAINTAIN AIRSPEED (VSO). THIS RESULTED IN STALL/SPIN, AND COLLISION WITH TERRAIN.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE NON INSTRUMENT-RATED PILOT-IN-COMMAND'S DECISION TO CONTINUE FLIGHT INTO KNOWN INSTRUMENT METEOROLOGICAL CONDITIONS (THUNDERSTORM) AND FAILURE TO MAINTAIN AIRSPEED (VSO) WHILE MANEUVERING. CONTRIBUTING TO THE ACCIDENT WAS THE PILOT-IN-COMMAND'S FAILURE TO OBTAIN A WEATHER BRIEFING AND TO ENSURE THAT REQUIRED VFR DAY FLIGHT INSTRUMENTS WERE INSTALLED.

## Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation: CRUISE

### Findings

1. (F) WEATHER CONDITION - THUNDERSTORM

2. (F) WEATHER CONDITION - LOW CEILING
3. (F) WEATHER CONDITION - TURBULENCE
4. (F) WEATHER CONDITION - UPDRAFT
5. (F) WEATHER CONDITION - DOWNDRAFT
6. (F) METEOROLOGICAL SERVICE - NOT OBTAINED - PILOT IN COMMAND

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Occurrence #2: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: MANEUVERING

Findings

7. (F) FLIGHT/NAVIGATION INSTRUMENT(S) - INADEQUATE - PILOT IN COMMAND
8. (C) AIRSPEED(VSO) - NOT MAINTAINED - PILOT IN COMMAND
9. STALL/SPIN - INADVERTENT - PILOT IN COMMAND

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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

Findings

10. TERRAIN CONDITION - GROUND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	59, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim	<b>Last FAA Medical Exam:</b>	February 22, 1990
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	497.7 hours (Total, all aircraft), 248.1 hours (Total, this make and model), 446.6 hours (Pilot In Command, all aircraft), 8.1 hours (Last 90 days, all aircraft), 5.3 hours (Last 30 days, all aircraft), 0.3 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	AERO COMMANDER	<b>Registration:</b>	N3673X
<b>Model/Series:</b>	100 100	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	319
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	September 27, 1988 Annual	<b>Certified Max Gross Wt.:</b>	2250 lbs
<b>Time Since Last Inspection:</b>	207 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2799 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	O-320-A2B
<b>Registered Owner:</b>	JAMES D. FRAME	<b>Rated Power:</b>	150 Horsepower
<b>Operator:</b>	RONALD R. CHILTON	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Instrument (IMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	AQQ ,20 ft msl	<b>Distance from Accident Site:</b>	17 Nautical Miles
<b>Observation Time:</b>	12:50 Local	<b>Direction from Accident Site:</b>	190°
<b>Lowest Cloud Condition:</b>	Unknown	<b>Visibility</b>	7 miles
<b>Lowest Ceiling:</b>	Overcast / 10000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	11 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	220°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	29°C / 25°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	ST. JORGE ISL. , FL (F47 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	QUINCY , FL (2J9 )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	13:00 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Fatal	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Fatal	<b>Latitude, Longitude:</b>	29.840492,-84.669616(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Smith, Carrol
<b>Additional Participating Persons:</b>	JAMES BROWN; WILLIAMSPORT , PA ELOY I GRAY; ORLANDO , FL
<b>Original Publish Date:</b>	April 27, 1993
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=32966">https://data.nts.gov/Docket?ProjectID=32966</a>

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