



Aviation Investigation Final Report

Location:	OKEECHOBEE, Florida	Accident Number:	MIA92LA096
Date & Time:	March 11, 1992, 14:44 Local	Registration:	N11AG
Aircraft:	ANKERMAN, DONALD L. SX300	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

A WITNESS STATED THAT HE OBSERVED THE AIRPLANE ROLL INTO A 90 DEGREE BANK ANGLE TO THE RT THEN OBSERVED IT DESCENDING NOSE & LT WING LOW UNTIL IMPACT WITH THE WATER. HE FURTHER STATED THAT THE ENGINE WAS RUNNING NORMALLY UNTIL IMPACT. ALL COMPONENTS OF THE AIRPLANE WERE RECOVERED WITH THE EXCEPTION OF THE INBOARD SECTION OF THE LEADING EDGE OF THE LT WING. NO WITNESS REPORTED SEEING ANY OBJECT FALLING OFF THE AIRPLANE BEFORE IMPACT. EXAMINATION OF THE AIRPLANE REVEALED NO EVIDENCE OF FLIGHT CONTROL FAILURE OR MALFUNCTION.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FAILURE OF THE PILOT-IN-COMMAND TO MAINTAIN AIRSPEED (VS) RESULTING IN INADVERTENT STALL/MUSH.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: MANEUVERING

Findings

1. (C) AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND

2. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

3. TERRAIN CONDITION - WATER

Factual Information

Pilot Information

Certificate:	Private	Age:	55, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	December 13, 1991
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1779 hours (Total, all aircraft), 44 hours (Total, this make and model), 1653 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	ANKERMAN, DONALD L.	Registration:	N11AG
Model/Series:	SX300 SX300	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	FAI-11
Landing Gear Type:	Retractable - Tricycle	Seats:	2
Date/Type of Last Inspection:	January 2, 2000 Unknown	Certified Max Gross Wt.:	2400 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	44 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	IO-540-L1C5
Registered Owner:	FLYING ANKERS, INC.	Rated Power:	300 Horsepower
Operator:	FLYING ANKERS, INC.	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:	PBI ,19 ft msl	Distance from Accident Site:	51 Nautical Miles
Observation Time:	14:52 Local	Direction from Accident Site:	43°
Lowest Cloud Condition:	Scattered / 9500 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 18000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	24°C / 22°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	WEST PALM BEACH, FL (LNA)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	OKEECHOBEE COUNTY OBE	Runway Surface Type:	
Airport Elevation:	34 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Fatal	Latitude, Longitude:	27.239345,-80.820953(est)

Administrative Information

Investigator In Charge (IIC): Monville, Timothy

Additional Participating Persons: ED NOWELL; FT. LAUDERDALE , FL
JIM HENDERSON; SAN ANTONIO , TX

Original Publish Date: August 13, 1993

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=33075>

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](#).