



# Aviation Investigation Final Report

<b>Location:</b>	BARTOW, Florida	<b>Accident Number:</b>	MIA93LA097
<b>Date &amp; Time:</b>	April 10, 1993, 14:00 Local	<b>Registration:</b>	N2218M
<b>Aircraft:</b>	PIPER J3C-65	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

WHILE ON APPROACH TO LAND TO THE SOUTH, THE AIRPLANE WAS 5 TO 10 FT ABOVE THE WATER ON THE EAST SIDE OF THE LAKE NEAR THE SHORE IN A RT WING LOW ATTITUDE, DUE TO A CROSSWIND FROM THE RT. THE PLT REPORTED THAT THE ACFT ENCOUNTERED A DOWNDRAFT AND DESCENDED. THE RT FLOAT IMPACTED THE WATER & THE ACFT THEN CAME TO REST IN 4 FT OF WATER. BOTH OCCUPANTS EXITED THE ACFT. THE PLT FURTHER STATED THAT THERE WAS NO AIRFRAME OR ENGINE FAILURE OR MALFUNCTION.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S INADEQUATE COMPENSATION FOR WIND CONDITIONS. THE DOWNDRAFT WAS A FACTOR.

## Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

### Findings

1. (F) WEATHER CONDITION - DOWNDRAFT
2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - 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

<b>Certificate:</b>	Commercial; Private	<b>Age:</b>	38, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea	<b>Seat Occupied:</b>	Rear
<b>Other Aircraft Rating(s):</b>	Glider	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	August 6, 1991
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	600 hours (Total, all aircraft), 13 hours (Total, this make and model), 500 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N2218M
<b>Model/Series:</b>	J3C-65 J3C-65	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	21010
<b>Landing Gear Type:</b>	Float	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	January 2, 2000 Unknown	<b>Certified Max Gross Wt.:</b>	1220 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	C85
<b>Registered Owner:</b>	CENTRAL FL FLOAT FLYERS, INC.	<b>Rated Power:</b>	85 Horsepower
<b>Operator:</b>	CENTRAL FL FLOAT FLYERS, INC.	<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>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	LAL ,142 ft msl	<b>Distance from Accident Site:</b>	9 Nautical Miles
<b>Observation Time:</b>	13:48 Local	<b>Direction from Accident Site:</b>	280°
<b>Lowest Cloud Condition:</b>	Scattered / 4000 ft AGL	<b>Visibility</b>	20 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	12 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	260°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	22°C / 8°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	(NONE)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	13:40 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	Water
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	Full stop;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	27.890213,-81.840202(est)

## Administrative Information

**Investigator In Charge (IIC):** Monville, Timothy

**Additional Participating Persons:** MIKE CICHANOWSKI; ORLANDO , FL

**Original Publish Date:** May 17, 1994

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.ntsb.gov/Docket?ProjectID=33250>

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