



# Aviation Investigation Final Report

<b>Location:</b>	NEW PORT RICHEY, Florida	<b>Accident Number:</b>	MIA98LA094
<b>Date &amp; Time:</b>	March 6, 1998, 11:30 Local	<b>Registration:</b>	N84MN
<b>Aircraft:</b>	Nickelson Martin      COOT	<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

Witnesses observed the airplane on takeoff about 10 to 15 feet above the runway in a left wing low attitude. According to them, the airplane appeared to be very near stall speed while climbing. They reported that the airplane continued climbing to the north between 100 to 150 feet, and appeared to enter a stall. The airplane rotated to the left, the angle of bank increased to about 60 to 70 degrees, and the nose pitched down about 50 to 60 degrees. No change in engine sound was noted. The airplane hit a pole as it plunged to the ground, and a postcrash fire ensued.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: failure of the pilot to obtain/maintain adequate airspeed, while maneuvering after takeoff, which resulted in an inadvertent stall and subsequent collision with the terrain.

## Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. (C) AIRSPEED - NOT OBTAINED/MAINTAINED - PILOT IN COMMAND
2. (C) STALL - INADVERTENT - PILOT IN COMMAND

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

## Factual Information

On March 6, 1998, about 1130 eastern standard time, a Nickelson-Martin Coot-A experimental airplane, N84MN, registered to a private owner, operating as a 14 CFR Part 91 personal flight, crashed after departing Tampa Bay Executive Airport, Odessa, Florida, while maneuvering in the traffic pattern. Visual meteorological conditions prevailed and no flight plan was filed. The airplane was destroyed. The private pilot sustained fatal injuries. The flight was originating at the time of the accident.

Witnesses stated the airplane was observed on takeoff about 10 to 20 feet above the runway in a left wing low attitude. It appeared to be very near stall speed while climbing. The airplane started a slow left climbing turn towards the north. It reached about 100 to 150 feet in the turn when the airplane appeared to enter a stall. The airplane rotated quickly to the left, and the angle of bank increased to about 60 to 70 degrees. The nose was observed to pitch down about 50 to 60 degrees. The engine sounded normal with full power all the way to impact. The airplane collided with a utility pole, and the ground, and a post crash fire ensued.

Examination of the airframe revealed no evidence of a precrash mechanical failure. Continuity of the flight control system was confirmed for the rudder and elevators. The control tube for the ailerons was consumed by postcrash fire. The engine and propeller system were not checked due to witness reports that the engine was running all the way to the point of impact.

Postmortem examination of the pilot of N84MN was conducted by Dr. Joan E. Wood, Medical Examiner, District Six, Medical Examiner's Office, Largo, Florida, on March 8, 1998. The cause of death was multiple blunt force injuries. Postmortem toxicology of specimens from the pilot was performed by the Forensic Toxicology Research section, Oklahoma City, Oklahoma. These studies were negative for ethanol, acidic, and neutral drugs. Fluoxetine, 0.061 (ug/ml, ug/g), was detected in the blood. Fluoxetine is a drug which acts on the central nervous system, and reported side effects include anxiety, nervousness, insomnia, drowsiness, and dizziness, although most patients do not experience these effects. Review of records on file with the FAA Aeromedical Certification Division revealed no recorded entry on the pilot's application for a third class medical certificate, dated December 31, 1996, that he was using the prescription drug fluoxetine. The source of the drug could not be determined.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	53, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea	<b>Seat Occupied:</b>	Left
<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>	None	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	December 31, 1996
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	247 hours (Total, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Nickelson Martin	<b>Registration:</b>	N84MN
<b>Model/Series:</b>	COOT COOT	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>	Experimental (Special)	<b>Serial Number:</b>	TT-55
<b>Landing Gear Type:</b>	Amphibian	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	1500 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Unknown
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	
<b>ELT:</b>		<b>Engine Model/Series:</b>	
<b>Registered Owner:</b>	RALPH E. BOYD	<b>Rated Power:</b>	
<b>Operator:</b>		<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>	TPA ,41 ft msl	<b>Distance from Accident Site:</b>	15 Nautical Miles
<b>Observation Time:</b>	10:56 Local	<b>Direction from Accident Site:</b>	160°
<b>Lowest Cloud Condition:</b>	Scattered / 2500 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	5 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	210°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	25°C / 17°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	(X-41)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	MARATHON , FL (MTH )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	11:29 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	TAMPA BAY EXECUTIVE RRF	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	41 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	8	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	5001 ft / 48 ft	<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>	On-ground
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	On-ground
<b>Total Injuries:</b>	1 Fatal	<b>Latitude, Longitude:</b>	28.129188,-82.590621(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Smith, Carrol
<b>Additional Participating Persons:</b>	ROBERT J BLAKE; TAMPA , FL
<b>Original Publish Date:</b>	February 15, 2001
<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=38469">https://data.nts.gov/Docket?ProjectID=38469</a>

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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](#).