



Aviation Investigation Final Report

Location:	WIMAUMA, Florida	Accident Number:	MIA99LA124
Date & Time:	April 12, 1999, 09:45 Local	Registration:	N173RS
Aircraft:	Bean 10	WHITMAN W-	Aircraft Damage: Substantial
Defining Event:		Injuries:	2 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot was in cruise flight when the airframe experienced a vibration of undetermined origin. The pilot made a forced landing to an open field and collided with a previously observed ditch, and the airplane nosed over coming to rest inverted.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:
 The pilot's failure to maintain a visual lookout during a forced landing resulting in an in-flight collision with a ditch and subsequent nose over.

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
 Phase of Operation: CRUISE

Findings
 1. FUSELAGE - VIBRATION

Occurrence #2: FORCED LANDING
 Phase of Operation: DESCENT - NORMAL

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - NORMAL

Findings

2. TERRAIN CONDITION - DITCH

3. (C) VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #4: NOSE OVER

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Factual Information

On April 12, 1999, about 0945 eastern daylight time, a Whitman Tailwind W-10, N173RS, registered to a private owner, operating as a 14 CFR Part 91 personal flight, crashed during a forced landing in the vicinity of Wimauma, Florida. Visual meteorological conditions prevailed and no flight plan was filed. The airplane sustained substantial damage. The private pilot and private pilot passenger reported minor injuries. The flight originated from Lakeland, Florida, about 15 minutes before the accident.

The pilot stated she was in cruise flight at 1,000 feet when the airplane experienced an airframe vibration. She reduced power with negative results, and a forced landing was selected. During final approach she observed a ditch which crossed the forced landing area. She added power to miss the ditch however, the main landing gear collided with the ditch. The airplane continued forward, nosed over, and rotated to the left 90 degrees, and came to rest inverted. The source of the reported airframe vibration was not determined.

Pilot Information

Certificate:	Private	Age:	54,Female
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	June 12, 1998
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	305 hours (Total, all aircraft), 43 hours (Total, this make and model), 180 hours (Pilot In Command, all aircraft), 16 hours (Last 90 days, all aircraft), 11 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Bean	Registration:	N173RS
Model/Series:	WHITMAN W-10 WHITMAN W-	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	001032028RS
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	March 3, 1999 Continuous airworthiness	Certified Max Gross Wt.:	923 lbs
Time Since Last Inspection:	8 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	58 Hrs	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-320
Registered Owner:	ROBERT BEAN	Rated Power:	150 Horsepower
Operator:	SARAH L. BEAN	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:	LAL ,142 ft msl	Distance from Accident Site:	35 Nautical Miles
Observation Time:	09:54 Local	Direction from Accident Site:	45°
Lowest Cloud Condition:	Clear	Visibility	7 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	320°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	28°C / 20°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	LAKELAND , FL (LAL)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	09:30 Local	Type of Airspace:	Class G

Airport Information

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

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	27.709259,-82.300056(est)

Administrative Information

Investigator In Charge (IIC):	Smith, Carrol
Additional Participating Persons:	MICHAEL J CICHANOWSKI; ORLANDO , FL
Original Publish Date:	April 19, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=46071

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