



# Aviation Investigation Final Report

<b>Location:</b>	Pensacola, Florida	<b>Accident Number:</b>	MIA01LA208
<b>Date &amp; Time:</b>	August 4, 2001, 15:30 Local	<b>Registration:</b>	N112MD
<b>Aircraft:</b>	Morton S. Dismuke Spencer Amphib 1-12E	<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

The pilot stated they landed on Perdido and to perform water maneuvers. During the first water maneuver the airplane developed a tendency to turn to the right as it gained speed. On the second maneuver, at 20 to 25 knots, the airplane again started turning to the right. He reduced engine power to investigate what was wrong, and when he did the right wing went further into the water and the airplane turned over inverted. The left wing went into the water and contacted the bottom of the bay. Their intentions, had the accident not occurred, was to take off after high speed taxiing and return to Coastal Airport. Postcrash examination of the airplane by an FAA inspector showed the right float was damaged during the accident and it could not be determined what was causing the airplane to turn right during water operations..

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The dragging of the right wing during water operations for undetermined reasons resulting in the airplane flipping inverted.

### Findings

Occurrence #1: DRAGGED WING, ROTOR, POD, FLOAT OR TAIL/SKID  
Phase of Operation: TAXI

Findings

1. WING - IMPROPER BALANCE
2. (C) REASON FOR OCCURRENCE UNDETERMINED
3. AIRCRAFT CONTROL - NOT POSSIBLE - PILOT IN COMMAND

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Occurrence #2: ROLL OVER  
Phase of Operation: TAXI

## Factual Information

On August 4, 2001, about 1530 central daylight time, a Morton S. Dismuke Spencer Amphib 1-12E, N112MD, registered to an individual, crashed while performing high speed taxiing on Perdido Bay, near Pensacola, Florida, while on a 14 CFR Part 91 personal flight. Visual meteorological conditions prevailed at the time and no flight plan was filed. The airplane received substantial damage and the private-rated pilot and one passenger were not injured. The flight originated from Coastal Airport, Pensacola, Florida, the same day, about 1400.

The pilot stated that after departing Coastal Airport, they flew to Ferguson Airport for fuel. After refueling, they departed Ferguson Airport and performed five water landings and takeoffs. They landed on Perdido and to perform water maneuvers. During the first water maneuver the airplane developed a tendency to turn to the right as it gained speed. On the second maneuver, at 20 to 25 knots, the airplane again started turning to the right. He reduced engine power to investigate what was wrong, and when he did the right wing went further into the water and the airplane turned over inverted. The left wing went into the water and contacted the bottom of the bay. Their intentions, had the accident not occurred, was to take off after high speed taxiing and return to Coastal Airport.

Postcrash examination of the airplane by an FAA inspector showed the right float was damaged during the accident and it could not be determined what caused the airplane to turn right during water operations.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	65, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	Glider	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	April 30, 2001
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	August 7, 1999
<b>Flight Time:</b>	5500 hours (Total, all aircraft), 100 hours (Total, this make and model), 5400 hours (Pilot In Command, all aircraft), 44 hours (Last 90 days, all aircraft), 19 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Morton S. Dismuke	<b>Registration:</b>	N112MD
<b>Model/Series:</b>	Spencer Amphib 1-12E	<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>	201
<b>Landing Gear Type:</b>	Amphibian	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	September 5, 2000 Annual	<b>Certified Max Gross Wt.:</b>	3200 lbs
<b>Time Since Last Inspection:</b>	31 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	824 Hrs at time of accident	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	C-285-C2
<b>Registered Owner:</b>	Antony E. Fiorentino	<b>Rated Power:</b>	300 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	PNS,121 ft msl	<b>Distance from Accident Site:</b>	8 Nautical Miles
<b>Observation Time:</b>	15:53 Local	<b>Direction from Accident Site:</b>	100°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	8 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	130°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.87 inches Hg	<b>Temperature/Dew Point:</b>	31°C / 23°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Pensacola, FL (83J)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	14:00 Local	<b>Type of Airspace:</b>	Class G

## 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>	30.369443,-87.436668

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Kennedy, Jeffrey
<b>Additional Participating Persons:</b>	Ken Jones; FAA FSDO; Birmingham, AL
<b>Original Publish Date:</b>	November 6, 2001
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	The NTSB traveled to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=52940">https://data.ntsb.gov/Docket?ProjectID=52940</a>

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](#).