



Aviation Investigation Final Report

Location:	Tampa, Florida	Accident Number:	MIA05LA012
Date & Time:	October 24, 2004, 08:20 Local	Registration:	N112ND
Aircraft:	Rockwell 112A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot stated the preflight, start, taxi, and run-up, were conducted in accordance with the aircraft checklist prior to the takeoff roll. Upon reaching the rotation speed, backpressure was applied to the control yoke when the airplane failed to respond to the control inputs, she made the decision to abort the takeoff. During the aborted takeoff the airplane traveled off the paved runway surface. Upon contact with the grass at the end of runway 03 the airplane skid sideways towards the seawall. The airplane went over the seawall and became submerged in the water. The non-pilot passenger stated she was seated to the right of the pilot at the time of accident. The pilot tried to stop, but the airplane skidded off the runway and over the seawall. She and the pilot exited the airplane without assistance. A witness stated to the local police that she was driving northeast on Davis boulevard paralleling runway 03 at the Peter O'Knight Airport, when she observed the accident airplane on the takeoff roll. She observed the airplane going "very fast" down the runway. Past the point she thought it should takeoff, it veered to the right, traveled off the runway and went into the water. She was unsure if the airplanes nose rose off the ground or not. She stated she never heard the engine turn off. The FAA inspector who responded to the accident scene stated that the flap indicator on the instrument panel was positioned near the zero-degree mark. The flight controls were checked and they operated normal with no binding. At the time the airplane was pulled from the water the flap configuration was not at the required 10-degrees for normal takeoff. The 112A flight manual requires the pilot to use 10-degrees of flaps for normal takeoff. The aircraft was departing from runway 03, a published 3,400-foot-long runway.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:
The pilot's failure to properly set flaps for takeoff which resulted in the aborted takeoff and subsequent impact with water during an overrun of the runway and seawall.

Findings

Occurrence #1: OVERRUN

Phase of Operation: TAKEOFF - ABORTED

Findings

1. (C) FLAPS - IMPROPER USE OF - PILOT IN COMMAND
2. ABORTED LANDING - PERFORMED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: TAKEOFF - ABORTED

Findings

3. TERRAIN CONDITION - DROP-OFF/DESCENDING EMBANKMENT
4. TERRAIN CONDITION - WATER

Factual Information

On October 24, 2004, about 0820 eastern daylight time, a Rockwell 112A, N112ND, registered to and operated by a private individual, as a Title 14 CFR Part 91 personal flight, overran runway 03 and crashed into the water during an aborted takeoff at the Peter O'Knight Airport, Tampa, Florida. Visual meteorological conditions prevailed and no flight plan was filed. The private-rated pilot and one passenger received no injuries, and the airplane incurred substantial damage. The flight was originating at the time of the accident.

The pilot stated the preflight, start, taxi, and run-up, were conducted in accordance with the aircraft checklist prior to the takeoff roll. Upon reaching the rotation speed, backpressure was applied to the control yoke when the airplane failed to respond to the control inputs, she made the decision to abort the takeoff. During the aborted takeoff the airplane traveled off the paved runway surface. Upon contact with the grass at the end of runway 03 the airplane skid sideways towards the seawall. The airplane went over the seawall, and became submerged in the water.

The non-pilot passenger stated she was seated to the right of the pilot at the time of accident. The pilot tried to stop, but the airplane skidded off the runway and over the seawall. She and the pilot exited the airplane without assistance.

A witness stated to the local police that she was driving northeast on Davis boulevard paralleling runway 03 at the Peter O'Knight Airport, when she observed the accident airplane on the takeoff roll. She observed the airplane going "very fast" down the runway. Past the point she thought it should takeoff, it veered to the right, traveled off the runway and went into the water. She was unsure if the airplanes nose rose off the ground or not. She stated she never heard the engine turn off.

The FAA inspector who responded to the accident scene stated that during the post accident examination he made several findings, the left wing was bent upward approximately 3 1/2 feet from the wingtip. Damage to both propeller blades and the underside of the cowling. The left main landing gear was sheered, the right main gear had extensive damage, and the nose wheel was bent. The throttle was 3/4 open, the fuel mixture and propeller controls were found in the forward takeoff position, and the trim was set slightly nose down from the neutral position. The flap indicator on the instrument panel was positioned near the zero-degree mark. The flight controls were checked and they operated normal with no binding. At the time the airplane was pulled from the water the flap configuration was not at the required 10-degrees for normal takeoff. The 112A flight manual requires the pilot to use 10-degrees of flaps for normal takeoff. The aircraft was departing from runway 03, a published 3,400-foot-long runway.

Pilot Information

Certificate:	Private	Age:	43,Female
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	February 9, 2004
Occupational Pilot:	No	Last Flight Review or Equivalent:	July 30, 2003
Flight Time:	420 hours (Total, all aircraft), 224 hours (Total, this make and model), 306 hours (Pilot In Command, all aircraft), 16 hours (Last 90 days, all aircraft), 13 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Rockwell	Registration:	N112ND
Model/Series:	112A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	336
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	July 3, 2004 Annual	Certified Max Gross Wt.:	2650 lbs
Time Since Last Inspection:	21 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3172 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	IO360 CID6
Registered Owner:	Camille A Branch Turley	Rated Power:	200 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KTPF, 8 ft msl	Distance from Accident Site:	
Observation Time:	08:20 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 4600 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 25000 ft AGL	Visibility (RVR):	10 ft
Wind Speed/Gusts:	3 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.03 inches Hg	Temperature/Dew Point:	21°C / 16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Tampa, FL (KTPF)	Type of Flight Plan Filed:	None
Destination:	Lakeland, FL (KLAL)	Type of Clearance:	VFR
Departure Time:	08:15 Local	Type of Airspace:	Class D

Airport Information

Airport:	Peter O' Knight Airport TPF	Runway Surface Type:	Concrete
Airport Elevation:	8 ft msl	Runway Surface Condition:	Dry
Runway Used:	03	IFR Approach:	None
Runway Length/Width:	3400 ft / 100 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	27.461389,-82.453613

Administrative Information

Investigator In Charge (IIC): Obregon, Jose

Additional Participating Persons: James B Minry; FAA Tampa Flight Standards District Office 35; Tampa, FL

Original Publish Date: June 8, 2005

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=60467>

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](#).