



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	PASS-A-GRILLE, FL	<b>Accident Number:</b>	MIA89FA220
<b>Date &amp; Time:</b>	08/13/1989, 1355 EDT	<b>Registration:</b>	N99901
<b>Aircraft:</b>	CESSNA 172P	<b>Injuries:</b>	4 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation -		

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## Analysis

THE ACFT WAS BEING USED TO DEMONSTRATE FLT CHARACTERISTICS TO CAP CADETS. DRG AN OFF-SHORE FLT OVER THE GULF OF MEXICO, THE ACFT ENTERED A DESCENT & CRASHED APRX 3 MI FROM LAND. A WITNESS, WHO SAW THE ACFT JUST BEFORE IMPACT, RPRTD THAT IT WAS SPINNING IN A NOSE DOWN ATTITUDE. THE ACFT SANK ALMOST IMMEDIATELY IN 28 FT OF WATER. NO PREIMPACT PART FAILURE OR MALFUNCTION OF THE ACFT WAS FOUND. A CHECK OF THE WEIGHT & BALANCE INFO SHOWED THE ACFT HAD BEEN LOADED APRX 114 LBS OVER ITS MAX WT LIMIT. RADAR DATA SHOWED THAT JUST BEFORE THE LOSS OF RADAR CONTACT, THE PLT HAD MADE TWO RAPID 180 DEG TURNS.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FAILURE OF THE PILOT TO RECOVER FROM A STALL/SPIN. EXCESSIVE GROSS WEIGHT OF THE AIRCRAFT AND LACK OF AVAILABLE ALTITUDE FOR SPIN RECOVERY WERE PROBABLE CONTRIBUTING FACTORS.

## Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: MANEUVERING

### Findings

1. (F) AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
  2. MANEUVER - INITIATED - PILOT IN COMMAND
  3. (C) STALL/SPIN - NOT CORRECTED - PILOT IN COMMAND
  4. (F) ALTITUDE - INADEQUATE - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

### Findings

5. TERRAIN CONDITION - WATER

## Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	42
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	Airplane Single-engine; Instrument Airplane
<b>Flight Time:</b>	3458 hours (Total, all aircraft), 245 hours (Total, this make and model), 3142 hours (Pilot In Command, all aircraft), 14 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N99901
<b>Model/Series:</b>	172P 172P	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	CIVIL AIR PATROL	<b>Engine Manufacturer:</b>	LYCOMING
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-320-D2J
<b>Flight Conducted Under:</b>	Part 91: General Aviation -		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	SPG, 7 ft msl	<b>Weather Information Source:</b>	Unknown
<b>Lowest Ceiling:</b>	Broken / 10000 ft agl	<b>Wind Speed/Gusts, Direction:</b>	5 knots / , 20°
<b>Temperature:</b>	31 °C	<b>Visibility</b>	14 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	ST PETERSBURG, FL (SPG)	<b>Destination:</b>	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Fatal	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>	3 Fatal	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

<b>Investigator In Charge (IIC):</b>	ANDREW A ALSTON	<b>Adopted Date:</b>	09/05/1990
<b>Investigation Docket:</b>	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubin@ntsb.gov">pubin@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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