



National Transportation Safety Board Aviation Accident Final Report

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|--------------------------------|------------------------|-------------------------|------------|
| Location: | INDIAN RIVER, FL | Accident Number: | MIA94LA204 |
| Date & Time: | 09/01/1994, 0641 EDT | Registration: | N53184 |
| Aircraft: | CESSNA 188B | Aircraft Damage: | Destroyed |
| Defining Event: | | Injuries: | 1 None |
| Flight Conducted Under: | Part 137: Agricultural | | |

Analysis

THE AGRICULTURAL APPLICATION FLIGHT HAD JUST DEPARTED AND WAS IN CRUISE FLIGHT ABOUT 100 FEET AGL WHEN THE ENGINE FAILED SUDDENLY. THE PILOT EXECUTED A FORCED LANDING TO A FIELD AND STRUCK A TREE ON LANDING ROLL. THE AIRPLANE BURST INTO FLAMES, THE PILOT ESCAPED AND THE AIRPLANE AND ENGINE WERE CONSUMED BY FLAMES. THE REASON FOR THE LOSS OF ENGINE POWER WAS NOT DETERMINED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE TOTAL LOSS OF ENGINE POWER FOR UNDETERMINED REASONS OVER TERRAIN UNSUITABLE FOR A FORCED LANDING.

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: CRUISE

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

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

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING

Findings

2. (F) TERRAIN CONDITION - NONE SUITABLE

Occurrence #4: FIRE
Phase of Operation: LANDING - ROLL

Factual Information

On September 1, 1994, about 0641 eastern daylight time, N53184, a Cessna C-188B, registered to Indian River Flying Service, crashed in Indian River, Florida, while on a 14 CFR Part 137 agricultural flight. Visual meteorological conditions prevailed at the time and no flight plan was filed for the local flight. The airplane was destroyed by postcrash fire and the pilot reported no injuries. The flight originated from New Hibiscus Airport about 10 minutes earlier.

The pilot was en route to start applying a load of sulfur when he experienced a complete loss of engine power. He attempted a forced landing to a field and the airplane nosed over. After the pilot exited the airplane a fire consumed the airplane.

FAA inspectors attempted to examine the engine and airplane but the airplane was destroyed and most of the engine accessories were consumed by fire.

Pilot Information

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|----------------------------------|--|--|----------------------------|
| Certificate: | Commercial | Age: | 50, Male |
| Airplane Rating(s): | Multi-engine Land; Single-engine Land | Seat Occupied: | Center |
| Other Aircraft Rating(s): | None | Restraint Used: | Seatbelt, Shoulder harness |
| Instrument Rating(s): | None | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Class 2 Valid Medical--w/ waivers/lim. | Last FAA Medical Exam: | 10/21/1993 |
| Occupational Pilot: | | Last Flight Review or Equivalent: | |
| Flight Time: | 17609 hours (Total, all aircraft), 2500 hours (Total, this make and model), 17500 hours (Pilot In Command, all aircraft), 100 hours (Last 90 days, all aircraft), 50 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|-------------------------------|-----------------------------|--------------------------------|-----------------|
| Aircraft Make: | CESSNA | Registration: | N53184 |
| Model/Series: | 188B 188B | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | No |
| Airworthiness Certificate: | Restricted | Serial Number: | 01669T |
| Landing Gear Type: | Tailwheel | Seats: | 1 |
| Date/Type of Last Inspection: | 04/21/1994, Annual | Certified Max Gross Wt.: | 4200 lbs |
| Time Since Last Inspection: | 59 Hours | Engines: | 1 Reciprocating |
| Airframe Total Time: | 4660 Hours | Engine Manufacturer: | CONTINENTAL |
| ELT: | Not installed | Engine Model/Series: | IO-520-D |
| Registered Owner: | INDIAN RIVER FLYING SERVICE | Rated Power: | 300 hp |
| Operator: | INDIAN RIVER FLYING SERVICE | Operating Certificate(s) Held: | |

Meteorological Information and Flight Plan

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|----------------------------------|--------------------------|--------------------------------------|-------------------|
| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Day |
| Observation Facility, Elevation: | VRB, 20 ft msl | Distance from Accident Site: | 15 Nautical Miles |
| Observation Time: | 0651 EDT | Direction from Accident Site: | 100° |
| Lowest Cloud Condition: | Scattered / 25000 ft agl | Visibility | 8 Miles |
| Lowest Ceiling: | None / 0 ft agl | Visibility (RVR): | 0 ft |
| Wind Speed/Gusts: | Calm / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 30 inches Hg | Temperature/Dew Point: | 23° C / 22° C |
| Precipitation and Obscuration: | | | |
| Departure Point: | NEW HIBISCUS, FL (X52) | Type of Flight Plan Filed: | None |
| Destination: | | Type of Clearance: | None |
| Departure Time: | 0635 EDT | Type of Airspace: | Class G |

Wreckage and Impact Information

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|---------------------|--------|----------------------|-----------|
| Crew Injuries: | 1 None | Aircraft Damage: | Destroyed |
| Passenger Injuries: | N/A | Aircraft Fire: | On-Ground |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 1 None | Latitude, Longitude: | |

Administrative Information

Investigator In Charge (IIC): ANDREW A ALSTON **Report Date:** 03/13/1995

Additional Participating Persons: HOOPER HARRIS; ORLANDO, FL

Publish Date:

Investigation Docket: 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 pubinq@ntsb.gov, or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).