



National Transportation Safety Board Aviation Accident Final Report

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| Location: | ENGLEWOOD, FL | Accident Number: | MIA93LA001 |
| Date & Time: | 10/01/1992, 0845 EDT | Registration: | N2088X |
| Aircraft: | CESSNA 182H | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 2 Serious, 2 Minor |
| Flight Conducted Under: | Part 91: General Aviation - Personal | | |

Analysis

THE DAY BEFORE THE ACCIDENT FLT, THE PLT FLEW THE ACFT FROM ITS BASE TO AN ARPT LOCATED 22 NAUTICAL MILES AWAY, FILLED THE FUEL TANKS, AND RETURNED. ON THE DAY OF THE ACCIDENT THE PILOT PREFLIGHTED THE ACFT WHICH INCLUDED CHECKING THE FUEL SYSTEM FOR CONTAMINANTS. AFTER TAKEOFF, THE ENG QUIT. ATTEMPTS TO RESTART WERE UNSUCCESSFUL. DURING THE EMERGENCY DESCENT, THE ACFT COLLIDED WITH TREES THEN THE GROUND. EXAM OF THE ENG ASSY REVEALED THAT THE GASCOLATOR AND CARBURETOR CONTAINED WATER.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: INADEQUATE PREFLIGHT OF THE AIRPLANE BY THE PILOT IN COMMAND WHICH RESULTED IN THE TOTAL LOSS OF ENGINE POWER SHORTLY AFTER TAKEOFF DUE TO FUEL CONTAMINATION.

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) FLUID,FUEL - CONTAMINATION
2. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: DESCENT - EMERGENCY

Findings

3. OBJECT - TREE(S)

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

4. TERRAIN CONDITION - GROUND

Factual Information

Pilot Information

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|----------------------------------|--|--|------------|
| Certificate: | Private | Age: | 50, Male |
| Airplane Rating(s): | Single-engine Land | Seat Occupied: | Left |
| Other Aircraft Rating(s): | None | Restraint Used: | Seatbelt |
| Instrument Rating(s): | None | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Class 3 Expired | Last FAA Medical Exam: | 01/08/1981 |
| Occupational Pilot: | | Last Flight Review or Equivalent: | |
| Flight Time: | 600 hours (Total, all aircraft), 250 hours (Total, this make and model), 600 hours (Pilot In Command, all aircraft), 6 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--|---------------------------------------|-----------------|
| Aircraft Make: | CESSNA | Registration: | N2088X |
| Model/Series: | 182H 182H | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | No |
| Airworthiness Certificate: | Normal | Serial Number: | 18256188 |
| Landing Gear Type: | Tricycle | Seats: | 4 |
| Date/Type of Last Inspection: | 01/02/2000, Annual | Certified Max Gross Wt.: | 2800 lbs |
| Time Since Last Inspection: | 10 Hours | Engines: | 1 Reciprocating |
| Airframe Total Time: | 2400 Hours | Engine Manufacturer: | CONTINENTAL |
| ELT: | Installed, activated, did not aid in locating accident | Engine Model/Series: | O-470R |
| Registered Owner: | O'CONNELL, JOSEPH P. | Rated Power: | 235 hp |
| Operator: | O'CONNELL, JOSEPH P. | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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|----------------------------------|------------------------|---|-------------------|
| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Day |
| Observation Facility, Elevation: | SRQ, 28 ft msl | Distance from Accident Site: | 26 Nautical Miles |
| Observation Time: | 0855 EDT | Direction from Accident Site: | 339° |
| Lowest Cloud Condition: | Unknown / 0 ft agl | Visibility | 10 Miles |
| Lowest Ceiling: | Overcast / 6000 ft agl | Visibility (RVR): | 0 ft |
| Wind Speed/Gusts: | 7 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 60° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 29 inches Hg | Temperature/Dew Point: | 22° C |
| Precipitation and Obscuration: | | | |
| Departure Point: | (X36) | Type of Flight Plan Filed: | None |
| Destination: | DESTIN, FL (81J) | Type of Clearance: | None |
| Departure Time: | 0840 EDT | Type of Airspace: | Class G |

Wreckage and Impact Information

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

Administrative Information

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|-----------------------------------|--|--------------|------------|
| Investigator In Charge (IIC): | TIMOTHY W MONVILLE | Report Date: | 06/21/1993 |
| Additional Participating Persons: | CARL COLEMAN; 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 pubinquiry@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](#).