



National Transportation Safety Board Aviation Accident Final Report

Location:	BROOKSVILLE, FL	Accident Number:	MIA92LA001
Date & Time:	10/01/1991, 0850 EDT	Registration:	N6700W
Aircraft:	PIPER PA-28-140	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE NONINSTRUMENT RATED PILOT WAS ON A CROSS COUNTRY FLIGHT AND ENCOUNTERED DETERIORATING WEATHER CONDITIONS. HE ATTEMPTED A PRECAUTIONARY LANDING TO WHAT APPEARED TO BE A GRASS FIELD. ON LANDING THE AIRPLANE NOSED OVER. THE LANDING AREA WAS A MARSHY MINING OVERFLOW AREA WITH WATER BENEATH THE SURFACE VEGETATION.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S INADVERTENT FLIGHT INTO IMC CONDITIONS, AND HIS SELECTION OF UNSUITABLE TERRAIN FOR HIS ATTEMPTED PRECAUTIONARY LANDING.

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: CRUISE

Findings

1. (C) VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND

Occurrence #2: NOSE OVER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

2. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND
3. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	68, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	09/12/1990
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	600 hours (Total, all aircraft), 140 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N6700W
Model/Series:	PA-28-140 PA-28-140	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	28-20810
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2150 lbs
Time Since Last Inspection:	0 Hours	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-320-E2A
Registered Owner:		Rated Power:	150 hp
Operator:	HAMILTON, CHARLES L.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	PIE, 12 ft msl	Distance from Accident Site:	61 Nautical Miles
Observation Time:	0850 EDT	Direction from Accident Site:	194°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	0 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	23° C / 23° C
Precipitation and Obscuration:			
Departure Point:	ZEPHYRHILLS, FL (ZPH)	Type of Flight Plan Filed:	VFR
Destination:	COLUMBUS, GA (CSG)	Type of Clearance:	
Departure Time:	0745 EDT	Type of Airspace:	

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	ANDREW A ALSTON	Report Date:	07/13/1993
Additional Participating Persons:	SCOTT STRICKLAND; 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/ .		

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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](#).