



National Transportation Safety Board Aviation Accident Final Report

Location:	GUNTERSVILLE, AL	Accident Number:	ATL88LA127
Date & Time:	04/01/1988, 1500 CST	Registration:	N50715
Aircraft:	CESSNA 150J	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE SEAPLANE COLLIDED WITH THE WATER SHORTLY AFTER TAKEOFF. THE PLT RPTD THAT A LARGE SPIDER DROPPED IN FRONT OF HIM AND DISTRACTED HIM. THE AIRPLANE WAS IN A GRADUAL RIGHT TURN ABOUT 100 FT ABOVE THE WATER AT THE TIME. HE ATTEMPTED TO SWAT THE SPIDER WITH HIS HAT AND INADVERTENTLY ALLOWED THE AIRPLANE TO DESCEND INTO THE WATER. THE AIRPLANE FLIPPED OVER AND CAME TO REST INVERTED. HE EXITED THE AIRPLANE AS IT SANK AND WAS RESCUED BY A FISHERMAN. THE PLT NOTED THAT THE WATER WAS GLASSY AND THAT THE SKY WAS OVERCAST AT THE TIME. HE INDICATED THAT THE LACK OF NEARBY OUTSIDE VISUAL REFERENCES CONTRIBUTED TO HIS INADVERTENTLY ALLOWING THE AIRPLANE TO DESCEND INTO THE WATER.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: MANEUVERING

Findings

1. (F) TERRAIN CONDITION - WATER, GLASSY
2. (F) OBJECT - ANIMAL(S)
3. (C) VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
4. (C) ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
5. (F) DIVERTED ATTENTION - PILOT IN COMMAND

Occurrence #2: NOSE OVER
Phase of Operation: MANEUVERING

Factual Information

Pilot Information

Certificate:	Private	Age:	50, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	Glider	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	03/09/1987
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1715 hours (Total, all aircraft), 26 hours (Total, this make and model), 1671 hours (Pilot In Command, all aircraft), 35 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N50715
Model/Series:	150J 150J	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Utility	Serial Number:	15069502
Landing Gear Type:	Float	Seats:	2
Date/Type of Last Inspection:	06/06/1987, Annual	Certified Max Gross Wt.:	1650 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1463 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-320-E2D
Registered Owner:	FRANK RYDER	Rated Power:	150 hp
Operator:	FRANK RYDER	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	5 Miles
Lowest Ceiling:	Overcast / 3000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	24° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1500 CST	Type of Airspace:	Class G

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):	SCOTT STRICKLAND	Report Date:	07/26/1989
Additional Participating Persons:	CLARK WILLIAM; BIRMINGHAM, AL		
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](#).