



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	SAN ANTONIO, FL	<b>Accident Number:</b>	MIA88LA051
<b>Date &amp; Time:</b>	12/02/1987, 1610 EST	<b>Registration:</b>	N2405F
<b>Aircraft:</b>	PIPER PA-38-112	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

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## Analysis

THE STUDENT PLT BECAME LOST WHILE ON A SOLO X-C TRAINING FLT. HE ATTEMPTED TO CONTACT HIS NON CONTROL TOWER DESTINATION AIRPORT VIA UNICOM. HE STATED THAT HE FLEW AROUND FOR 20 OR 25 MINS ATTEMPTING TO MAKE UNICOM CONTACT & WAS UNSUCCESSFUL IN DOING SO. HE THEN ATTEMPTED TO LAND IN A FIELD WHERE THE ACFT FLIPPED UPSIDE DOWN. THE STUDENT STATED THAT HE HAD RECEIVED TRAINING IN LOST PROCEDURES & KNEW HOW TO CONTACT ST. PETERSBURG FSS, THE NEAREST FACILITY TO HIM, BUT HE FAILED TO DO SO. THE STUDENT PLT COULD OFFER NO EXPLANATION AS TO WHY HE DID NOT CONTACT THEM OR SOME OTHER FACILITY.

## Probable Cause

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

## Findings

Occurrence #1: MISCELLANEOUS/OTHER  
Phase of Operation: CRUISE - NORMAL

### Findings

1. (C) BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
  2. (F) INADEQUATE TRAINING(EMERGENCY PROCEDURE(S)) - FLIGHT INSTRUCTOR(ON GROUND)
  3. (F) PROPER ASSISTANCE - NOT SELECTED - PILOT IN COMMAND
  4. (F) RADAR ASSISTANCE TO VFR AIRCRAFT - NOT OBTAINED - PILOT IN COMMAND
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Occurrence #2: NOSE OVER  
Phase of Operation: LANDING - ROLL

### Findings

5. (F) PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
6. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND

## Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	20
<b>Airplane Rating(s):</b>	None	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	61 hours (Total, all aircraft), 61 hours (Total, this make and model), 29 hours (Pilot In Command, all aircraft), 61 hours (Last 90 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N2405F
<b>Model/Series:</b>	PA-38-112 PA-38-112	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	FLIGHT SAFETY INTERNAT'L, INC.	<b>Engine Manufacturer:</b>	LYCOMING
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-235-L2C
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	TPA, 8 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	8 knots / , 320°
<b>Temperature:</b>	19° C	<b>Visibility</b>	15 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	ORMOND BEACH, FL (OMN)	<b>Destination:</b>	BROOKSVILLE, FL (X05)

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<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>	RONALD W BIRD	<b>Adopted Date:</b>	02/14/1989
<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:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.ntsbt.gov/pubdms/">http://dms.ntsbt.gov/pubdms/</a> .		

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