



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	CRYSTAL RIVER, FL	<b>Accident Number:</b>	MIA82FLD13
<b>Date &amp; Time:</b>	02/01/1982, 1130 EST	<b>Registration:</b>	N5111D
<b>Aircraft:</b>	CESSNA 172	<b>Injuries:</b>	1 Serious, 1 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation -		

## Analysis

THE PRIVATE PILOT WAS A FOREIGN NATIONAL THAT WAS DISPATCHED ON A SOLO CROSS-COUNTRY TRAINING FLIGHT. HOWEVER, HE DEPARTED ON A DIFFERENT ROUTE WITH A PASSENGER. DURING THE RETURN FLIGHT, HE ENCOUNTERED DETERIORATING WEATHER AND DECIDED TO LAND AT THE CRYSTAL RIVER AIRPORT. A WITNESS OBSERVED THE PILOT LAND WITH A TAILWIND, THEN INITIATED A GO-AROUND ABOUT 3/4 OF THE WAY DOWN THE RUNWAY. WHILE CLIMBING OVER TREES, THE AIRCRAFT ROLLED LEFT, THE NOSE DROPPED, AND THE PLANE CRASHED.

## Probable Cause

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

## Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. (F) WEATHER CONDITION
2. PERFORMED - PILOT IN COMMAND
3. (F) WEATHER CONDITION - TAILWIND
4. (C) WRONG RUNWAY - SELECTED - PILOT IN COMMAND
5. (F) LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
6. (C) DISTANCE - MISJUDGED - PILOT IN COMMAND
7. (C) AIRSPEED - MISJUDGED - PILOT IN COMMAND
8. (F) TERRAIN CONDITION - HIGH OBSTRUCTION(S)
9. (C) GO-AROUND - DELAYED - PILOT IN COMMAND
10. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
11. (C) STALL/SPIN - INADVERTENT - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

## Pilot Information

Certificate:	Private	Age:	30
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):		Instructor Rating(s):	None
Flight Time:	112 hours (Total, all aircraft), 27 hours (Total, this make and model), 44 hours (Pilot In Command, all aircraft), 32 hours (Last 90 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N5111D
Model/Series:	172 172	Engines:	1 Reciprocating
Operator:	BURNSIDE OTT	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:		Engine Model/Series:	O-320
Flight Conducted Under:	Part 91: General Aviation -		

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Unknown
Lowest Ceiling:	Broken / 1000 ft agl	Wind Speed/Gusts, Direction:	10 knots / , 90°
Temperature:		Visibility	7 Miles
Precipitation and Obscuration:			
Departure Point:	PERRY, FL	Destination:	OPA LOCKA, FL

## Airport Information

Airport:	CRYSTAL RIVER (X31)	Runway Surface Type:	Gravel
Runway Used:	27	Runway Surface Condition:	Wet
Runway Length/Width:	3000 ft		

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):

Adopted Date: 02/01/1983

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](mailto: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.