



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Manatee, FL	<b>Accident Number:</b>	ATL00LA031
<b>Date &amp; Time:</b>	03/03/2000, 1720 EST	<b>Registration:</b>	NONE
<b>Aircraft:</b>	unknown unknown	<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

According to witnesses at the accident site, the airplane was about 80 feet above the runway, on final approach to land, when it suddenly nosed into the ground. Both witnesses reported that the engine appeared to have been operating prior to impact. The toxicology report indicated that propoxyphene, amitriptyline, and a high level of diphenhydramine were found in the pilot's blood. Propoxyphene is a prescription narcotic painkiller known to impair cognitive performance. Amitriptyline is a sedating antidepressant. Diphenhydramine is an over-the-counter sedating antihistamine. The pilot had no current FAA medical certificate.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:  
The pilot's impairment due to the use of unapproved medication which led to loss of control in flight.

## Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

### Findings

1. (C) JUDGMENT - POOR - PILOT IN COMMAND
  2. (C) PHYSICAL IMPAIRMENT - PILOT IN COMMAND
  3. (C) USE OF INAPPROPRIATE MEDICATION/DRUG - PILOT IN COMMAND
- 

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

### Findings

4. TERRAIN CONDITION - GRASS

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	78
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None

**Flight Time:**

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	unknown	<b>Registration:</b>	NONE
<b>Model/Series:</b>	unknown	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	On file	<b>Engine Manufacturer:</b>	Bombardier
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	3945879
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	
<b>Observation Facility, Elevation:</b>	MCF, 13 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None	<b>Wind Speed/Gusts, Direction:</b>	8 knots / , 300°
<b>Temperature:</b>	21° C	<b>Visibility</b>	7 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Manatee, FL	<b>Destination:</b>	

## Airport Information

<b>Airport:</b>	Redder Airport	<b>Runway Surface Type:</b>	Grass/turf
<b>Runway Used:</b>	27	<b>Runway Surface Condition:</b>	Unknown
<b>Runway Length/Width:</b>	3700 ft / 100 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Fatal	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	
<b>Latitude, Longitude:</b>	27.485278, -82.534167		

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Phillip Powell	<b>Adopted Date:</b>	09/30/2003
<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.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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.