



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	SEBRING, FL	<b>Accident Number:</b>	MIA91LA036
<b>Date &amp; Time:</b>	11/29/1990, 0215 EST	<b>Registration:</b>	N97QS
<b>Aircraft:</b>	CESSNA 550	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	3 None

**Flight Conducted Under:** Part 91: General Aviation - Executive/Corporate

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## Analysis

THE PILOT STATED HE CANCELLED HIS IFR FLIGHT WITH THE DESTINATION AIRPORT IN SIGHT. ON FINAL APPROACH AT 100 FT AGL, THE AIRPLANE ENCOUNTERED A FOG BANK. A GO-AROUND WAS INITIATED BUT THE AIRPLANE COLLIDED WITH THE GROUND ABOUT 1,000 FT SHORT OF THE RUNWAY. CREW USED ORLANDO ATIS FOR WEATHER; NO FOG MENTIONED.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S DELAYED GO-AROUND AFTER ENCOUNTERING A FOG BANK ON SHORT FINAL. THE FOG AND THE DARK NIGHT WERE FACTORS.

## Findings

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Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

### Findings

1. (F) WEATHER CONDITION - FOG  
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: GO-AROUND (VFR)

### Findings

2. ABORTED LANDING - PERFORMED - PILOT IN COMMAND  
3. (C) GO-AROUND - DELAYED - PILOT IN COMMAND  
4. (F) LIGHT CONDITION - DARK NIGHT

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	67, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--w/ waivers/lim.	<b>Last Medical Exam:</b>	09/21/1990
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	22058 hours (Total, all aircraft), 2300 hours (Total, this make and model), 19618 hours (Pilot In Command, all aircraft), 102 hours (Last 90 days, all aircraft), 49 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	CESSNA	<b>Registration:</b>	N97QS
<b>Model/Series:</b>	550 550	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	550-0092
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	8
<b>Date/Type of Last Inspection:</b>	11/27/1990, AAIP	<b>Certified Max Gross Wt.:</b>	15100 lbs
<b>Time Since Last Inspection:</b>	7 Hours	<b>Engines:</b>	2 Turbo Fan
<b>Airframe Total Time:</b>	4090 Hours	<b>Engine Manufacturer:</b>	P&W
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	JT15D-4B
<b>Registered Owner:</b>	FIRST SECURITY BANK UTAH	<b>Rated Power:</b>	2500 lbs
<b>Operator:</b>	FIRST SECURITY BANK UTAH	<b>Air Carrier Operating Certificate:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	DXTA

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	MCO, 96 ft msl	Observation Time:	0150 EST
Distance from Accident Site:	30 Nautical Miles	Direction from Accident Site:	360°
Lowest Cloud Condition:	Clear / 0 ft agl	Temperature/Dew Point:	22 °C / 21 °C
Lowest Ceiling:	None / 0 ft agl	Visibility	7 Miles
Wind Speed/Gusts, Direction:	4 knots, 130°	Visibility (RVR):	0 ft
Altimeter Setting:	30 inches Hg	Visibility (RVV):	0 Miles
Precipitation and Obscuration:			
Departure Point:	NEW YORK, NY (LGA)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	VFR
Departure Time:	2302 EST	Type of Airspace:	

## Airport Information

Airport:	SEBRING REGIONAL (SEF)	Runway Surface Type:	Asphalt
Airport Elevation:	63 ft	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	5190 ft / 150 ft	VFR Approach/Landing:	Traffic Pattern

## Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	CARROL A SMITH	Adopted Date:	12/14/1992
Additional Participating Persons:	LARRY FREIHEIT; 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 <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> .		

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