



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Tamiami, Florida	Accident Number:	WPR18LA135
Date & Time:	May 3, 2018, 22:41 Local	Registration:	N6198Q
Aircraft:	Cessna 152	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	2 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The non-instrumented-rated pilot and pilot-rated passenger, who also did not hold an instrument rating, departed on a local flight and were expected to return before dark; however, they flew to another airport, where they refueled and departed on the return flight in night conditions. While en route, the airplane encountered instrument meteorological conditions and the pilot lost control of the airplane, which subsequently impacted terrain.

Examination of the airframe and engine revealed no anomalies that would have precluded normal operation. The operator reported that company policy stated that pilots were prohibited from flying at night without explicit permission from the chief or assistant chief pilot; the accident pilots did not obtain such approval. Whether the pilot obtained weather information before departing on the flight was not determined. Although the restricted visibility conditions were conducive to the development of spatial disorientation, there was insufficient evidence to determine whether it played a role in the sequence of events. The circumstances of the accident are consistent with a loss of control in instrument meteorological conditions.

Probable Cause and Findings

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

The non-instrument-rated pilot's loss of control during an encounter with instrument meteorological conditions at night. Contributing to the accident was the pilot's decision to depart on the flight without obtaining approval to fly at night in accordance with company policy.

Findings

Aircraft	(general) - Not attained/maintained
Personnel issues	Aircraft control - Pilot
Personnel issues	Decision making/judgment - Pilot
Environmental issues	Dark - Effect on operation
Environmental issues	Clouds - Effect on operation

Factual Information

History of Flight

Enroute-cruise	VFR encounter with IMC
Enroute-cruise	Loss of control in flight (Defining event)

May 3, 2018, about 2241 eastern daylight time, a Cessna 152, N6198Q, was substantially damaged when it was involved in an accident near Tamiami, Florida. The noninstrument-rated private pilot and pilot-rated passenger were seriously injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

Neither of the pilots onboard provided statements regarding the accident. The operator reported that the pilots departed Miami Executive Airport (TMB), Miami, Florida, about 1700 for a local flight and were expected to return before dark (about 1900). After flying to Lakeland Linder International Airport (LAL), Lakeland, Florida, they refueled and departed on the return flight in night conditions. During the flight, they encountered instrument meteorological conditions and lost control of the airplane. The airplane entered a spin, from which they recovered, then entered another spin. After recovering from the second spin, the airplane collided with terrain. The operator reported that company policy precluded pilots from flying at night without explicit permission from the chief or assistant chief pilot; the accident pilots did not obtain such approval.

The 2153 weather observation at the destination airport located about 11 miles northwest of the accident site, included wind from 130° at 8 knots, 10 miles visibility, few clouds at 1,800 ft above ground level (agl), and scattered clouds at 25,000 ft agl. The next observation at 2253 revealed few clouds at 1,800 and 3,300 ft agl and scattered clouds at 25,000 ft agl. Satellite imagery depicted a cloudy area near and over the accident location. Whether the pilots obtained weather information before departing on the flight could not be determined.

Examination of the airframe and engine revealed no anomalies that would have precluded normal operation.

Pilot Information

Certificate:	Private	Age:	26,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	July 6, 2017
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	December 18, 2017
Flight Time:	195 hours (Total, all aircraft), 195 hours (Total, this make and model)		

Pilot-rated passenger Information

Certificate:	Private	Age:	22,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	November 2, 2017
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	April 10, 2018
Flight Time:	75 hours (Total, all aircraft), 75 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N6198Q
Model/Series:	152 NO SERIES	Aircraft Category:	Airplane
Year of Manufacture:	1981	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	15285190
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	April 23, 2018 100 hour	Certified Max Gross Wt.:	1669 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	19984.2 Hrs as of last inspection	Engine Manufacturer:	LYCOMING
ELT:	C91 installed	Engine Model/Series:	O-235 SERIES
Registered Owner:		Rated Power:	115 Horsepower
Operator:		Operating Certificate(s) Held:	Pilot school (141)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Night
Observation Facility, Elevation:	KTMB, 10 ft msl	Distance from Accident Site:	11 Nautical Miles
Observation Time:	01:53 Local	Direction from Accident Site:	140°
Lowest Cloud Condition:	Few / 1800 ft AGL	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	130°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.95 inches Hg	Temperature/Dew Point:	26°C / 23°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	LAKELAND, FL (LAL)	Type of Flight Plan Filed:	VFR
Destination:	MIAMI, FL (TMB)	Type of Clearance:	VFR flight following
Departure Time:		Type of Airspace:	Class E

Wreckage and Impact Information

Crew Injuries:	2 Serious	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	2 Serious	Latitude, Longitude:	25.795,-80.569725(est)

Administrative Information

Investigator In Charge (IIC):	Swick, Andrew		
Additional Participating Persons:	Allan Galindo; FAA-FSDO; Miramar, FL		
Original Publish Date:	May 25, 2021	Investigation Class:	3
Note:	The NTSB did not travel to the scene of this accident.		
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=97190		

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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).