



National Transportation Safety Board Aviation Accident Final Report

Location:	KISSIMMEE, FL	Accident Number:	MIA94LA153
Date & Time:	06/01/1994, 1458 EDT	Registration:	NONE
Aircraft:	MAXAIR AIRCRAFT CORP. MU532	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

WITNESSES REPORTED THAT AFTER TAKEOFF THE AIRPLANE CLIMBED TO ABOUT 150 FEET ABOVE GROUND LEVEL THEN PITCHED NOSE DOWN AND DESCENDED NOSE LOW. ACCORDING TO FAA PERSONNEL, THE AIRPLANE IMPACTED THE GROUND NOSE AND RIGHT WING LOW. EXAMINATION OF THE FLIGHT CONTROLS REVEALED NO EVIDENCE OF PREIMPACT FAILURE OR MALFUNCTION. THE ENGINE WAS STARTED AFTER REPLACEMENT OF IMPACT DAMAGED COMPONENTS AND MINOR ADJUSTMENT OF THE POINTS. THE ENGINE STARTED AND OPERATED NORMALLY.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: INADVERTENT STALL/MUSH BY THE PILOT-IN-COMMAND RESULTING IN THE UNCONTROLLED DESCENT AND COLLISION WITH TERRAIN.

Findings

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

Findings

1. (C) STALL/MUSH - INADVERTENT - PILOT IN COMMAND

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

Findings

2. TERRAIN CONDITION - GROUND

Factual Information

HISTORY OF FLIGHT

On June 1, 1994, about 1458 eastern daylight time, an unregistered Maxair Aircraft Corporation MU532, crashed shortly after takeoff from a sod farm near Kissimmee, Florida, while on a 14 CFR Part 91 personal flight. Visual meteorological conditions prevailed at the time and no flight plan was filed. The airplane was destroyed and the student pilot, the sole occupant, was fatally injured. The flight originated about 5 minutes earlier.

A witness reported seeing the airplane climb to about 150 feet after takeoff, then observed the airplane pitch nose down and impact the ground. The witnesses could not hear any sounds from the engine because of noise nearby. The airplane owner stated that the pilot did not have verbal or written permission to fly or operate the airplane.

PERSONNEL INFORMATION

Information pertaining to the first pilot is contained in the NTSB Factual Report-Aviation.

AIRCRAFT INFORMATION

The airplane was not registered with the FAA and no logbooks were prepared for documenting maintenance.

METEOROLOGICAL INFORMATION

Information pertaining to weather is contained in the NTSB Factual Report-Aviation.

WRECKAGE AND IMPACT

An on-scene investigation was conducted by the FAA which revealed that the airplane impacted the ground nose and right wing low. The fuel quantity was determined to be sufficient to sustain engine operation and examination of the airframe revealed no evidence of flight control failure or malfunction. The engine was removed at a later date and after replacement of impact damaged components, and minor adjustment of the points, the engine was started and found to operate normally.

MEDICAL AND PATHOLOGICAL

A postmortem examination was conducted on the pilot by William R. Anderson, M.D., Deputy Chief Medical Examiner, Orlando, Florida. The cause of death was listed as aortic transection, secondary to blunt force deceleration injuries, resulting from aircraft crash. Atherosclerotic coronary artery disease with 75 percent and 50 percent stenosis were noted from the left anterior descending coronary artery and left circumflex coronary artery. There was no evidence of acute myocardial necrosis.

A toxicological analysis of specimens of the pilot was performed by the FAA Toxicology and Accident Research Laboratory. The results were negative for carbon monoxide, cyanide, volatiles, and tested drugs.

Pilot Information

Certificate:	Student	Age:	56, Male
Airplane Rating(s):	None	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	03/15/1994
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	200 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MAXAIR AIRCRAFT CORP.	Registration:	NONE
Model/Series:	MU532 MU532	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:		Serial Number:	8090
Landing Gear Type:	Retractable - Tailwheel	Seats:	2
Date/Type of Last Inspection:	09/02/1993, Unknown	Certified Max Gross Wt.:	900 lbs
Time Since Last Inspection:	33 Hours	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	ROTAX
ELT:	Not installed	Engine Model/Series:	532
Registered Owner:	UNREGISTERED	Rated Power:	64 hp
Operator:	HUGHES, BERNARD T.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MCO, 96 ft msl	Distance from Accident Site:	11 Nautical Miles
Observation Time:	1450 EDT	Direction from Accident Site:	39°
Lowest Cloud Condition:	Scattered / 4200 ft agl	Visibility	10 Miles
Lowest Ceiling:	Overcast / 25000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	31° C / 23° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1453 EDT	Type of Airspace:	Class G

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	TIMOTHY W MONVILLE	Report Date:	01/12/1995
Additional Participating Persons:	MIKE CICHANOWSKI; 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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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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](#).