



National Transportation Safety Board Aviation Accident Data Summary

Location:	KISSIMMEE, FL	Accident Number:	MIA94LA153
Date & Time:	06/01/1994, 1458 EDT	Registration:	NONE
Aircraft:	MAXAIR AIRCRAFT CORP. MU532	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

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

Pilot Information

Certificate:	Student	Age:	56
Airplane Rating(s):	None	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	200 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MAXAIR AIRCRAFT CORP.	Registration:	NONE
Model/Series:	MU532 MU532	Engines:	1 Reciprocating
Operator:	HUGHES, BERNARD T.	Engine Manufacturer:	ROTAX
Operating Certificate(s) Held:	None	Engine Model/Series:	532
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MCO, 96 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Overcast / 25000 ft agl	Wind Speed/Gusts, Direction:	6 knots / , 170°
Temperature:	31 °C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	Destination:		

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC):	TIMOTHY W MONVILLE	Adopted Date:	01/12/1995
Investigation Docket:	NTSB accident and incident docket 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 , 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.