



National Transportation Safety Board Aviation Accident Final Report

Location:	MIAMI, FL	Accident Number:	MIA95LA032
Date & Time:	12/03/1994, 1246 EST	Registration:	N707PP
Aircraft:	CESSNA 172D	Aircraft Damage:	None
Defining Event:		Injuries:	1 Fatal, 1 None

Flight Conducted Under: Part 91: General Aviation -

Analysis

The pilot reported that he was in cruise flight at 5,000 feet agl and had slowed to 70 mph. The passenger stated that she was taking off her headset and moving her seat back so she could get a good photograph. The pilot heard what sounded like a yell, and simultaneously felt wind and noise in the cabin. He looked towards the sound, and observed the passenger partially out of the airplane. When their eyes met, she jumped. Review of ATC transcripts verified that the pilot departed and returned to the departure airport without any intermediate stops. Another pilot wrote a letter to the Safety Board describing a similar incident that occurred 4 days prior to the accident with the same passenger. During that flight, she unlatched the door gunner's safety belt while sitting on the floor with her feet outside the airplane on the landing gear. At the time, she was wearing a parachute with a hidden automatic opener on the reserve parachute. She was subsequently pulled back into the airplane by a safety crewmember and restrained for the return flight. The passenger's airman and medical certificates had been revoked 8/12/91 for failing to disclose a history of, among other conditions, a personality disorder and for the taking of numerous prescribed medications.

Probable Cause and Findings

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

Findings

Occurrence #1: MISCELLANEOUS/OTHER
Phase of Operation: CRUISE

Findings

1. (C) SUICIDE - INTENTIONAL - PASSENGER

Factual Information

On December 3, 1994, about 1246 eastern standard time, a Cessna 172D, N707PP, registered to Hodelin F. Rene, operating as a 14 CFR Part 91 aerial photography flight, reported to FAA air traffic control while in cruise flight, that his female passenger jumped out of the airplane in the vicinity of Miami, Florida. The passenger was not located and is presumed to be fatally injured. The airplane was not damaged. Visual meteorological conditions prevailed and no flight plan was filed. The flight originated from Opa Locka Airport, Opa Locka, Florida, about 1 hour 6 minutes before the accident.

Charles J. Flowers, President of Flowers Air Charter, Opa Locka, Florida, stated his office was contacted on three separate occasions in November 1994, by Christine M. Pascale, who asked to rent an airplane with a pilot to take some aerial photographs. Mr. Flowers stated he was unable to support her request, and he contacted a private owner, Hodelin F. Rene, who agreed to make the flight.

The pilot, Hodelin F. Rene, stated he arrived at Flowers Air Charter, on December 3, 1994, at about 1000, and was introduced to his passenger by Mr. Flowers. Miss Pascale stated she wanted to take several pictures of a couple of houses in the Cutler Ridge area, and drew a circle around the area on an aeronautical chart. He went to Terminal One, taxied his airplane to Flowers Air Charter, and did a preflight inspection. The passenger did her own preflight inspection, and asked several questions about the operations of the right passenger door. They departed Opa Locka Airport and flew to the area previously marked on the map. He leveled off at 5,000 feet agl, slowed the airplane to 70 mph, and asked her where she wanted to go. She stated she would look outside to make sure. A short time later, she stated she was going to take off the headset and move the seat back so she could get a good shot. He then heard what sounded like a yell, felt wind and noise simultaneously in the cabin area. He looked towards the sound, she was already partly out of the airplane, and when their eyes met, she jumped out. "I was in total amazement, shock and just froze for a moment, not knowing what to do. I could not believe what had happened. After about ten seconds, I called ATC and requested a descent as I struggled to close the door." He then informed ATC that he would like to declare an emergency, that his passenger had jumped out of the airplane.

Review of communications on December 3, 1994, for the time period between 1640 UTC (1140 EST) to 1807 UTC (1307 EST) between Miami ATCT, Fort Lauderdale South Arrival/Departure Radar, Arrival/Departure Interphone, South Departure Radar, Opa Locka ATC Tower, and N707PP indicate the airplane departed Opa Locka Airport, landed at Opa Locka Airport without any intermediate stops and confirmed ATC statements made by the pilot.

Mr. Thomas D. Manning, Skydive, Inc., Homestead, Florida, wrote a letter to the NTSB on December 4, 1994, stating that Christine M. Pascale attempted to jump out of his airplane on November 29, 1994, while on an aerial photography flight in the vicinity of Burger King Headquarters, on Old Cutler Road in Miami, Florida. After landing at the Homestead General Aviation Airport, Homestead, Florida, a confrontation ensued, and the Metro Dade Police Department was called. Mr. Manning informed the two police officers who responded to the call that he thought Miss Pascale was trying to commit suicide.

Review of airman records on file with the FAA Airmen Certification Branch, Oklahoma City, Oklahoma, revealed the passenger, Christine M. Pascale, was issued private pilot certificate No.

85526189, on October 22, 1990, with ratings for airplane single engine land. The Administrator of the Federal Aviation Administration, issued an emergency order of revocation of any airman pilot certificate or airman medical certificate held by the passenger on August 12, 1991. The airman and medical certificates were revoked for falsification of airman medical application dated March 23, 1990, October 27, 1990, and general medical condition. She failed to disclose that she had a history of the following: a. Seizures b. Personality disorder c. Uncontrolled hypertension d. Myasthenia gravis e. Asthma f. Stroke g. Steroid dependency h. Multiple allergies i. Cerebral hemorrhage secondary to ruptured aneurism j. Taking numerous prescribed medications

Pilot Information

Certificate:	Private	Age:	50, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	06/04/1993
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	246 hours (Total, all aircraft), 157 hours (Total, this make and model), 129 hours (Pilot In Command, all aircraft), 28 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N707PP
Model/Series:	172D 172D	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	17249752
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	09/01/1994, Annual	Certified Max Gross Wt.:	2150 lbs
Time Since Last Inspection:	15 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3345 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	O-300-D
Registered Owner:	RENE, HODELIN F.	Rated Power:	145 hp
Operator:	RENE, HODELIN F.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MIA, 11 ft msl	Distance from Accident Site:	5 Nautical Miles
Observation Time:	1250 EST	Direction from Accident Site:	360°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	7 Miles
Lowest Ceiling:	Broken / 25000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	130°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	28° C / 22° C
Precipitation and Obscuration:			
Departure Point:	OPA LOCKA, FL (OPF)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1140 EST	Type of Airspace:	Class E

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	CARROL A SMITH	Report Date:	10/31/1995
Additional Participating Persons:	CARLENTINE SINGLETARY; MIAMI, 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/ .		

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](#).