



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	MIAMI, FL	<b>Accident Number:</b>	MIA95LA032
<b>Date &amp; Time:</b>	12/03/1994, 1246 EST	<b>Registration:</b>	N707PP
<b>Aircraft:</b>	CESSNA 172D	<b>Injuries:</b>	1 Fatal, 1 None
<b>Flight Conducted Under:</b>	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 The passenger's airman and medical certificates had been revoked 8/12/91 for failing to disclose a history of, among other conditions, a personality disorder and for the taking of numerous prescribed medications.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

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

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	50
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	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	Engines:	1 Reciprocating
Operator:	RENE, HODELIN F.	Engine Manufacturer:	CONTINENTAL
Operating Certificate(s) Held:	None	Engine Model/Series:	O-300-D
Flight Conducted Under:	Part 91: General Aviation -		

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MIA, 11 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Broken / 25000 ft agl	Wind Speed/Gusts, Direction:	10 knots / , 130°
Temperature:	28° C	Visibility	7 Miles
Precipitation and Obscuration:			
Departure Point:	OPA LOCKA, FL (OPF)	Destination:	

## 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
Latitude, Longitude:			

## Administrative Information

Investigator In Charge (IIC):	CARROL A SMITH	Adopted Date:	10/31/1995
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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