



National Transportation Safety Board Aviation Accident Data Summary

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|--------------------------------|-----------------------------|-------------------------|-----------------|
| Location: | MIAMI, FL | Accident Number: | MIA95LA032 |
| Date & Time: | 12/03/1994, 1246 EST | Registration: | N707PP |
| Aircraft: | CESSNA 172D | 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 The passenger's airman and medical certificates had been revoked 8/12/91 for failing to disclose a history of, among other conditions, a personality disorder and for the taking of numerous prescribed medications.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

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

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|----------------------------------|--|------------------------------|------|
| Certificate: | Private | Age: | 50 |
| Airplane Rating(s): | Single-engine Land | Instrument Rating(s): | None |
| Other Aircraft Rating(s): | None | Instructor Rating(s): | None |
| 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

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|---------------------------------------|-----------------------------|-----------------------------|-----------------|
| 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

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|---|-----------------------|-------------------------------------|------------------------------|
| 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

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|-----------------------------|---------|----------------------------|------|
| 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

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|--------------------------------------|--|----------------------|------------|
| 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 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.