



National Transportation Safety Board Aviation Accident Data Summary

Location:	OPA-LOCKA, FL	Accident Number:	MIA95FA141
Date & Time:	06/01/1995, 1230 EDT	Registration:	N5832Y
Aircraft:	PIPER PA-23-250	Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

THE AIRPLANE HAD BEEN PARKED AT LEAST 16 DAYS WITH THE INBOARD FUEL TANKS ABOUT 1/3 FULL BEFORE BEING FILLED THE DAY OF THE ACCIDENT. AFTER DEPARTING, THE FLIGHT RETURNED REPORTING THAT THE FLAPS WERE NOT OPERATIONAL AND THE LANDING GEAR WOULD NOT RETRACT. A MECHANIC WHO HAD RECENTLY WORKED ON THE HYDRAULIC SYSTEM OPERATIONALLY CHECKED THE FLAPS MORE THAN 10 TIMES WITH NO DISCREPENCIES NOTED. THE AIRPLANE WAS NOT PLACED ON JACKS FOR AN OPERATIONAL TEST OF THE LANDING GEAR. THE FLIGHT DEPARTED, AND DURING INITIAL CLIMB THE PILOT ADVISED THE ATC CONTROLLER OF A ROUGH RUNNING ENGINE. THE AIRPLANE WAS OBSERVED TO BANK LEFT, PITCH NOSE DOWN, AND IMPACT THE GROUND. WATER WAS DETECTED AT THE FUEL INJECTOR NOZZLES AND FUEL MANIFOLD ASSEMBLY OF SEVERAL CYLINDERS OF THE LEFT ENGINE. NO EVIDENCE OF WATER CONTAMINATION WAS FOUND BY OPERATORS OF OTHER AIRPLANES FUELED FROM THE SAME SOURCE. POSTACCIDENT EXAMINATION REVEALED THAT THE LEFT PROPELLER WAS NOT FEATHERED, THE FLAPS WERE PARTIALLY EXTENDED AND THE LANDING GEAR WAS FULLY EXTENDED.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A LOSS OF ENGINE POWER DUE TO WATER CONTAMINATION OF THE FUEL, THE PILOT'S INADEQUATE PREFLIGHT, AND HIS INTENTIONAL OPERATION OF THE AIRPLANE WITH KNOWN DEFICIENCIES IN EQUIPMENT WHICH RESULTED IN AN INADVERTENT STALL AT AN ALTITUDE INADEQUATE FOR RECOVERY. FACTORS WHICH CONTRIBUTED TO THE ACCIDENT WERE: THE PILOT'S LACK OF RECENT EXPERIENCE IN THE AIRPLANE AND HIS SELF-INDUCED PRESSURE TO ACCOMPLISH THE FLIGHT.

Findings

Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - NONMECHANICAL
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. 1 ENGINE
2. (C) FLUID,FUEL - CONTAMINATION,WATER
3. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: MANEUVERING - TURN TO REVERSE DIRECTION

Findings

4. (C) OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND
 5. (F) SELF-INDUCED PRESSURE - PILOT IN COMMAND
 6. (F) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 7. (F) LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
 8. STALL - INADVERTENT - PILOT IN COMMAND
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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Pilot Information

Certificate:	Commercial	Age:	56
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	2617 hours (Total, all aircraft), 28 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N5832Y
Model/Series:	PA-23-250 PA-23-250	Engines:	2 Reciprocating
Operator:	JOSE A. PETIT	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	IO-540-C4B5
Flight Conducted Under:	Part 91: General Aviation - Business		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	OPF, 9 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Broken / 2500 ft agl	Wind Speed/Gusts, Direction:	12 knots / , 110°
Temperature:		Visibility	15 Miles
Precipitation and Obscuration:			
Departure Point:	MIAMI, FL (OPF)	Destination:	CONGO TOWN, OF (MYA)

Airport Information

Airport:	OPA-LOCKA (OPF)	Runway Surface Type:	
Runway Used:	0	Runway Surface Condition:	
Runway Length/Width:			

Wreckage and Impact Information

Crew Injuries:	2 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC):	TIMOTHY W MONVILLE	Adopted Date:	04/01/1996
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/ .		

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