



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	KEYSTONE, FL	<b>Accident Number:</b>	MIA97LA202
<b>Date &amp; Time:</b>	07/01/1997, 0000 EDT	<b>Registration:</b>	N772T
<b>Aircraft:</b>	DFL Holdings Inc. TANGO	<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

The pilot departed on a local flight and did not return. The wreckage was located the following day. Examination of the wreckage revealed the airplane collided with trees and terrain spinning to the left. Examination of the airframe, flight controls, engine assembly and accessories revealed no evidence of a precrash mechanical failure or malfunction. All components necessary for flight were present at the crash site.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: an in-flight loss of control for undetermined reasons.

## Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: UNKNOWN

### Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED  
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

## Pilot Information

<b>Certificate:</b>	Airline Transport; Commercial	<b>Age:</b>	35
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane
<b>Flight Time:</b>	4218 hours (Total, all aircraft), 3 hours (Total, this make and model), 2335 hours (Pilot In Command, all aircraft), 32 hours (Last 90 days, all aircraft), 22 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	DFL Holdings Inc.	<b>Registration:</b>	N772T
<b>Model/Series:</b>	TANGO TANGO	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	DFL HOLDING INC.	<b>Engine Manufacturer:</b>	Lycoming
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-360-A1A
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Not Reported
<b>Observation Facility, Elevation:</b>	GNV, 152 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Broken / 25000 ft agl	<b>Wind Speed/Gusts, Direction:</b>	7 knots / , 350°
<b>Temperature:</b>	32° C	<b>Visibility:</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	(42J)	<b>Destination:</b>	GAINESVILLE, FL (GNV)

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Fatal	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

<b>Investigator In Charge (IIC):</b>	CARROL A SMITH	<b>Adopted Date:</b>	04/10/1998
<b>Investigation Docket:</b>	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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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.