



National Transportation Safety Board Aviation Accident Final Report

Location:	MIAMI, FL	Accident Number:	MIA93FA137
Date & Time:	06/01/1993, 1930 EDT	Registration:	N67571
Aircraft:	CESSNA 152	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

ANOTHER SCHOOL AIRPLANE HAD EARLIER MADE A FORCED LANDING IN A FIELD NEAR THE AIRPORT, AND SCHOOL PERSONNEL HAD TRAVELLED TO THE SITE OF THE DOWNED AIRPLANE. AS THEY WERE EXAMINING THE DOWNED AIRPLANE, THEY OBSERVED THIS AIRPLANE CIRCLING THE DOWNED AIRPLANE FROM 500 FT AGL INITIALLY DOWN TO ABOUT 150 FT AGL IN SLOW FLIGHT WHERE IT STALLED AND SPUN TO THE GROUND.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT-IN-COMMAND'S FAILURE TO MAINTAIN AIRSPEED WHILE MANEUVERING AT LOW ALTITUDE. A FACTOR WHICH CONTRIBUTED TO THE ACCIDENT WAS THE PILOT'S FAILURE TO MAINTAIN AN ADEQUATE ALTITUDE FROM WHICH A RECOVERY WOULD HAVE BEEN POSSIBLE.

Findings

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

Findings

1. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND(CFI)
2. STALL/SPIN - INADVERTENT - PILOT IN COMMAND(CFI)

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: MANEUVERING

Findings

3. (F) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

On June 1, 1993, about 1930 eastern daylight time, a Cessna 152, N67571, registered to Silver Express, experienced an in-flight loss of control and crashed about 12 nautical miles west-southwest of the Tamiami Airport, Miami, Florida, while on a 14 CFR Part 91 instructional flight. Visual meteorological conditions prevailed at the time and no flight plan was filed for the local flight. The airplane was destroyed and the certified flight instructor (CFI), and student were fatally injured. The flight originated about 1730 from the Tamiami Airport.

According to the owner of the flight school, before the accident airplane crashed, another school airplane had performed a forced landing due to water in the fuel system. He and two mechanics along with the CFI and student from the forced landing airplane were in the immediate vicinity, when the accident airplane began circling about 500 feet above ground level (agl). The airplane descended to about 150 feet agl when the nose of the airplane dropped and the airplane descended and impacted the ground. He further stated that he did not hear any unusual sounds from the engine before the loss of control.

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	26, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	Yes
Medical Certification:	Class 1 Invalid Medical for flight	Last FAA Medical Exam:	05/15/1992
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	455 hours (Total, all aircraft), 287 hours (Total, this make and model), 304 hours (Pilot In Command, all aircraft), 102 hours (Last 90 days, all aircraft), 72 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N67571
Model/Series:	152 152	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal; Utility	Serial Number:	15281920
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	05/10/1993, 100 Hour	Certified Max Gross Wt.:	1670 lbs
Time Since Last Inspection:	36 Hours	Engines:	1 Reciprocating
Airframe Total Time:	10228 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	O-235-L2C
Registered Owner:	SILVER EXPRESS CO. INC.	Rated Power:	110 hp
Operator:	SILVER EXPRESS CO. INC.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	TMB, 10 ft msl	Distance from Accident Site:	12 Nautical Miles
Observation Time:	1947 EDT	Direction from Accident Site:	85°
Lowest Cloud Condition:	Scattered / 2500 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	27° C / 23° C
Precipitation and Obscuration:			
Departure Point:	(TMB)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1720 EDT	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	2 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): TIMOTHY W MONVILLE **Report Date:** 08/18/1994

Additional Participating Persons: GREGORY ERIKSON; WILLIAMSPORT, PA
KRIS WETHERELL; WICHITA, KS

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 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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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](#).