



National Transportation Safety Board Aviation Accident Data Summary

Location:	TAMARAC, FL	Accident Number:	MIA00FA019
Date & Time:	11/02/1999, 1137 EST	Registration:	N924JH
Aircraft:	Cessna 152	Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

A witness stated he was flying southbound en route to FXE at about 1,000 feet and he observed the accident airplane about 200 to 300 feet below the 2,000-foot ceiling, in an extreme nose-high attitude. He observed the accident airplane roll to the left, pitch nose down and descend in a spin to the left, colliding with the Everglades. Postcrash examination of the aircraft structure, flight controls, engine and propeller showed no evidence of precrash mechanical failure or malfunction. The Information Manual for the Cessna 152, Section 4, Normal Procedures, states that spin entries should be accomplished at a high enough altitude so that recoveries are completed 4,000 or more above ground level. The manual further states that at least 1,000 feet of altitude loss should be allowed for a 1-turn spin and recovery, and that in any case, entries should be planned so that recoveries are completed at least 1,500 feet above the ground.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's failure to maintain airspeed resulting in the airplane stalling and entering a spin to the left at an inadequate altitude and his failure to apply spin recovery emergency procedures prior to the airplane impacting the swamp.

Findings

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

Findings

1. (C) AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
 2. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
 3. ALTITUDE - INADEQUATE - PILOT IN COMMAND
 4. (C) EMERGENCY PROCEDURE - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

5. TERRAIN CONDITION - SWAMPY

Pilot Information

Certificate:	Private	Age:	39
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	Helicopter	Instructor Rating(s):	None
Flight Time:	124 hours (Total, all aircraft), 78 hours (Total, this make and model), 23 hours (Pilot In Command, all aircraft), 8 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N924JH
Model/Series:	152 152	Engines:	1 Reciprocating
Operator:	RAMZ ENTERPRISES	Engine Manufacturer:	Lycoming
Operating Certificate(s) Held:	None	Engine Model/Series:	152
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	FXE, 14 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Overcast / 0 ft agl	Wind Speed/Gusts, Direction:	10 knots / , 270°
Temperature:	27° C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	FT. LAUDERDALE, FL (FXE)	Destination:	

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	JOHN W LOVELL	Adopted Date:	12/04/2000
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 pubin@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.