



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	CLEARWATER, FL	<b>Accident Number:</b>	MIA91FA001
<b>Date &amp; Time:</b>	10/02/1990, 1510 EDT	<b>Registration:</b>	N10EK
<b>Aircraft:</b>	ERIK K. VAN DER KAAJ MARCO J-5	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

THE PILOT DEPARTED FROM RUNWAY 15 AND REMAINED IN A CLOSED LEFT TRAFFIC PATTERN. WITNESSES OBSERVED THE AIRPLANE ON AN EXTENDED DOWNWIND ABOVE A RESIDENTIAL AREA BETWEEN 50 AND 150 FEET AGL. THE AIRPLANE WAS OBSERVED TO MAKE A LEFT TURN WITH AN ESTIMATED ANGLE OF BANK BETWEEN 45 AND 75 DEGREES. THE NOSE PITCHED DOWN 45 DEGREES AND THE AIRPLANE DESCENDED RAPIDLY. THE LEFT WING TIP COLLIDED WITH A ROOF TOP PRIOR TO THE AIRPLANE CRASHING ON THE ROOF. INVESTIGATION REVEALED THE FLAPERONS AND AIR BRAKE WERE EXTENDED.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S INADVERTENT DEPLOYMENT OF THE AIR BRAKES AT A LOW ALTITUDE.

## Findings

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Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: APPROACH - VFR PATTERN - BASE TURN

Findings

1. (C) SPEED BRAKES - INADVERTENT ACTIVATION - PILOT IN COMMAND
2. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. (C) STALL/MUSH - INATTENTIVE - PILOT IN COMMAND

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Occurrence #2: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: DESCENT - UNCONTROLLED

Findings

4. OBJECT - RESIDENCE

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	46, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Center
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	04/02/1990
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1200 hours (Total, all aircraft), 28 hours (Total, this make and model)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	ERIK K. VAN DER KAAY	<b>Registration:</b>	N10EK
<b>Model/Series:</b>	MARCO J-5 MARCO J-5	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>	Experimental	<b>Serial Number:</b>	0135
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	1
<b>Date/Type of Last Inspection:</b>	08/13/1990, Annual	<b>Certified Max Gross Wt.:</b>	370 lbs
<b>Time Since Last Inspection:</b>	11 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	36 Hours	<b>Engine Manufacturer:</b>	IAME
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	KFM1-7ERMAX1
<b>Registered Owner:</b>	ERIK K. VAN DER KAAY	<b>Rated Power:</b>	30 hp
<b>Operator:</b>	ERIK K. VAN DER KAAY	<b>Operating Certificate(s) Held:</b>	

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	CLW, 71 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	1547	Direction from Accident Site:	150°
Lowest Cloud Condition:	Scattered / 3500 ft agl	Visibility	6 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	60°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	33° C / 20° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1500 EDT	Type of Airspace:	Class G

## 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
Total Injuries:	1 Fatal	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	CARROL A SMITH	Report Date:	12/08/1992
Additional Participating Persons:	JOHN D FOX; CLEARWATER, FL		
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 <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).