



# National Transportation Safety Board Aviation Accident Factual Report

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<b>Location:</b>	ODESSA, FL	<b>Accident Number:</b>	MIA85FA071
<b>Date &amp; Time:</b>	01/01/1985, 1330 EST	<b>Registration:</b>	N2104X
<b>Aircraft:</b>	Fuji LM-1 "NIKKO"	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 Serious, 2 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

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## Pilot Information

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<b>Certificate:</b>	Airline Transport; Flight Engineer	<b>Age:</b>	37, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	03/19/1984
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	8218 hours (Total, all aircraft), 70 hours (Total, this make and model), 3218 hours (Pilot In Command, all aircraft), 150 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	Fuji	Registration:	N2104X
Model/Series:	LM-1 "NIKKO" LM-1 "NIKK	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Experimental	Serial Number:	21014
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	05/04/1984, 100 Hour	Certified Max Gross Wt.:	3250 lbs
Time Since Last Inspection:	34 Hours	Engines:	1 Reciprocating
Airframe Total Time:	6364 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Not installed	Engine Model/Series:	O-470-13A
Registered Owner:	VALIANT AIR COMMAND INC.	Rated Power:	225 hp
Operator:	VALIANT AIR COMMAND INC.	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	PIE, 10 ft msl	Distance from Accident Site:	15 Nautical Miles
Observation Time:	1355 EST	Direction from Accident Site:	189°
Lowest Cloud Condition:	Scattered / 3500 ft agl	Visibility	20 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	110°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	27° C / 18° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1300 EST	Type of Airspace:	Class G

## Airport Information

Airport:		Runway Surface Type:	Concrete
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Serious, 2 Minor	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 Serious, 2 Minor	<b>Latitude, Longitude:</b>	

## Administrative Information

<b>Investigator In Charge (IIC):</b>	JEFFREY L KENNEDY
<b>Additional Participating Persons:</b>	THOMAS C INGLIMA; CLEARWATER, FL LELAND GYENTHER; LEARWATER, FL
<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> .