



# National Transportation Safety Board Aviation Accident Final Report

---

<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		

---

## Analysis

THE ACFT COLLIDED WITH THE GROUND IN AN ACFT PARKING AREA ON THE ARPT AFTER A LOW ALT LOOP WHICH WAS NOT COMPLETED PRIOR TO GROUND CONTACT. THE PLT HAD MADE ONE LOW PASS DOWN THE RWY IN FORMATION WITH ANOTHER FUJI ACFT, A 2ND PASS ENDED IN AN AILERON ROLL, AND DURING THE 3RD PASS, EST BY WITNESSES AS 10-20 FT AGL, THE PLT PULLED UP INTO A LOOP. DURING THE DESCENDING BACKSIDE OF THE LOOP INSUFFICIENT ALT REMAINED TO COMPLETE THE MANEUVER. THE ACFT SLID ON ITS BELLY INTO SEVERAL PARKED ACFT BEFORE STOPPING. THE PLT WAS GIVING A DEMO RIDE TO POTENTIAL MEMBERS OF VALIANT AIR COMMAND AT THE TIME OF THE ACCIDENT. THE PLT REPORTED NO MECHANICAL PROBLEMS WITH THE ACFT. THE TOXICOLOGY REPORTS REVELAED NO ABNORMAL LEVELS OF ANY SUBSTANCE THAT COULD BE CONSIDERED A FACTOR IN THIS ACCIDENT.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

## Findings

---

Occurrence #1: ABRUPT MANEUVER

Phase of Operation: MANEUVERING

### Findings

1. (C) IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
2. (C) AEROBATICS - PERFORMED - PILOT IN COMMAND
3. (C) LOW PASS - PERFORMED - PILOT IN COMMAND
4. (C) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
5. (C) MANEUVER - INTENTIONAL - PILOT IN COMMAND
6. (C) REMEDIAL ACTION - NOT ATTAINED - PILOT IN COMMAND
7. (C) JUDGMENT - POOR - PILOT IN COMMAND

-----

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: MANEUVERING

## Factual Information

### Pilot Information

<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

<b>Aircraft Make:</b>	Fuji	<b>Registration:</b>	N2104X
<b>Model/Series:</b>	LM-1 "NIKKO" LM-1 "NIKK	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Experimental	<b>Serial Number:</b>	21014
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	05/04/1984, 100 Hour	<b>Certified Max Gross Wt.:</b>	3250 lbs
<b>Time Since Last Inspection:</b>	34 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	6364 Hours	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	O-470-13A
<b>Registered Owner:</b>	VALIANT AIR COMMAND INC.	<b>Rated Power:</b>	225 hp
<b>Operator:</b>	VALIANT AIR COMMAND INC.	<b>Operating Certificate(s) Held:</b>	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

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

## Administrative Information

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

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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).