



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	Molino, FL	<b>Accident Number:</b>	MIA02LA058
<b>Date &amp; Time:</b>	02/01/2002, 1630 CST	<b>Registration:</b>	N140V
<b>Aircraft:</b>	Harleman Tornado II	<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

According to witnesses, the powered glider was observed making a low pass down runway 36 of a private, sod agricultural airstrip. The aircraft next entered a left downwind leg for an approach and landing to the runway. While on final approach, the powered glider's undercarriage collided with static wires strung between two power transmission line towers, and the aircraft impacted the ground. The aircraft was destroyed and the pilot suffered fatal injuries. It is likely that the pilot was under continuing treatment for his bipolar disorder and sleep disorder at the time of his accident and may have been on two different antidepressants. Mirtazapine is substantially sedating, and interferes with certain skilled performance tasks. In addition, mirtazapine and fluoxetine may interact to cause severe restlessness, confusion, incoordination, abdominal pain, and other symptoms.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain obstacle clearance, resulting in the in-flight collision with a static wire and an uncontrolled descent and collision with the ground. A factor in the accident was the pilot's impairment resulting from the use of unapproved medication.

## Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: APPROACH

### Findings

1. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
  2. (F) IMPAIRMENT(DRUGS) - PILOT IN COMMAND
  3. DEPRESSION - PILOT IN COMMAND
  4. OTHER PSYCHOLOGICAL CONDITION - PILOT IN COMMAND
  5. OBJECT - WIRE,STATIC
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

### Findings

6. TERRAIN CONDITION - GROUND

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	52
<b>Airplane Rating(s):</b>	None	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	Glider	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	87 hours (Total, all aircraft), 44 hours (Total, this make and model), 60 hours (Pilot In Command, all aircraft), 18 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Harleman	<b>Registration:</b>	N140V
<b>Model/Series:</b>	Tornado II	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	On file	<b>Engine Manufacturer:</b>	Rotax
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	912 S
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Dusk
<b>Observation Facility, Elevation:</b>	PNS, 121 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None	<b>Wind Speed/Gusts, Direction:</b>	7 knots / , 360°
<b>Temperature:</b>	16°C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Beulah, FL (83J)	<b>Destination:</b>	Molino, FL

## Airport Information

<b>Airport:</b>	private agricultural field	<b>Runway Surface Type:</b>	Grass/turf
<b>Runway Used:</b>	36	<b>Runway Surface Condition:</b>	Dry; Soft
<b>Runway Length/Width:</b>	2000 ft / 80 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Fatal	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>	30.716667, -87.383333		

## Administrative Information

**Investigator In Charge (IIC):** Alan C Stone

**Adopted Date:** 12/06/2002

**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](mailto: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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