



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Plymouth, FL	<b>Accident Number:</b>	MIA02LA164
<b>Date &amp; Time:</b>	09/01/2002, 0945 EDT	<b>Registration:</b>	N521CF
<b>Aircraft:</b>	Clarence F. Callahan Challenger II	<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

The pilot stated that he was on final approach to land, and it appeared as if he was going to undershoot the runway, so he attempted to correct by applying throttle control input to increase engine power, but he applied a little too much power causing the airplane to dive to the right and collide with trees on the south side of the approach end of the landing runway.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain the proper alignment which resulted in the airplane impacting trees on the south side of the approach end of the landing runway.

## Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

### Findings

1. DISTANCE/ALTITUDE - MISJUDGED - PILOT IN COMMAND
2. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND
3. (C) PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
4. OBJECT - TREE(S)

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	63
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	242 hours (Total, all aircraft), 2 hours (Total, this make and model)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Clarence F. Callahan	<b>Registration:</b>	N521CF
<b>Model/Series:</b>	Challenger II	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	James N. Duke	<b>Engine Manufacturer:</b>	Rotax
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	503
<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>	Day
<b>Observation Facility, Elevation:</b>	ORL, 113 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None	<b>Wind Speed/Gusts, Direction:</b>	5 knots / , 10°
<b>Temperature:</b>	28° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Plymouth, FL (X04)	<b>Destination:</b>	

## Airport Information

<b>Airport:</b>	Orlando Country (X04)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	33	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	3040 ft / 100 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<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>	28.700000, -81.566667		

## Administrative Information

<b>Investigator In Charge (IIC):</b>	John W Lovell	<b>Adopted Date:</b>	10/23/2002
<b>Investigation Docket:</b>	NTSB accident and incident docket 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> .		

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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.