



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Miami, FL	<b>Accident Number:</b>	ANC08LA023
<b>Date &amp; Time:</b>	12/01/2007, 1645 EST	<b>Registration:</b>	N169LC
<b>Aircraft:</b>	Cessna 152	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None

**Flight Conducted Under:** Part 91: General Aviation - Instructional

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## Analysis

The flight instructor and student pilot returned to the airport to do touch-and-go landings. Following the first touch-and-go, the airplane climbed to about 200 feet above the runway, and the engine started to run rough and lose rpm. The flight instructor attempted to return to the runway. He reported that the airplane landed hard about 80 feet short of a water retention pond, and rolled into the pond, coming to rest inverted. He said there were no known mechanical problems with the airplane prior to the accident, and that during the accident the tail was separated from the cabin section. The airplane was not examined by the NTSB, and it is unknown what precipitated the loss of engine power.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The loss of engine power during takeoff initial climb for an undetermined reason.

## Findings

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Occurrence #1: LOSS OF ENGINE POWER  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED  
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Occurrence #2: FORCED LANDING  
Phase of Operation: DESCENT - EMERGENCY  
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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: EMERGENCY LANDING AFTER TAKEOFF

### Findings

2. TERRAIN CONDITION - GROUND

## Factual Information

On December 1, 2007, about 1645 Eastern standard time, a Cessna 152 airplane, N169LC, sustained substantial damage during an in-flight collision with terrain, following an emergency descent and landing after takeoff, at the Kendall-Tamiami Executive Airport, Miami, Florida. The airplane was being operated by the pilot as a visual flight rules (VFR) instructional flight under Title 14, CFR Part 91, when the accident occurred. The commercial certificated flight instructor and student pilot were not injured. Visual meteorological conditions prevailed, and no flight plan was filed. The flight departed the Kendall-Tamiami Executive Airport about 1530.

In a written statement to the National Transportation Safety Board (NTSB) dated December 9, the flight instructor reported that they returned to the airport about 1640 to do touch-and-go landings. Following the first touch-and-go, the airplane had climbed to about 200 feet above the runway when the engine started to run rough and lose rpm. According to the flight instructor, he declared an emergency, and attempted to return to the runway. He reported that he was unable to make the runway, the airplane landed hard about 80 feet short of a water retention pond, and rolled into the pond, coming to rest inverted. He said there were no known mechanical problems with the airplane prior to the accident, and that during the accident the tail was separated from the cabin section.

The airplane was not examined by the NTSB.

## Flight Instructor Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	24, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane Single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 With Waivers/Limitations	<b>Last Medical Exam:</b>	06/01/2007
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	06/01/2007
<b>Flight Time:</b>	961 hours (Total, all aircraft), 520 hours (Total, this make and model), 920 hours (Pilot In Command, all aircraft), 300 hours (Last 90 days, all aircraft), 100 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Manufacturer:	Cessna	Registration:	N169LC
Model/Series:	152	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	15279994
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	11/01/2007, 100 Hour	Certified Max Gross Wt.:	1670 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1684 Hours	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-235-L2C
Registered Owner:	Ja Megna Aircraft LLC	Rated Power:	110 hp
Operator:	Dean International	Air Carrier Operating Certificate:	None

## Meteorological Information and Flight Plan

Observation Facility, Elevation:	KTMB	Observation Time:	1553 EST
Distance from Accident Site:		Condition of Light:	Day
Direction from Accident Site:		Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Few / 2500 ft agl	Temperature/Dew Point:	27° C / 18° C
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	14 knots, 90°	Visibility (RVR):	
Altimeter Setting:	30.15 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Miami, FL (TMB)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	EST	Type of Airspace:	

## Airport Information

Airport:	Kendall Tamiami Executive Airp (KTMB)	Runway Surface Type:	Asphalt
Airport Elevation:	8 ft	Runway Surface Condition:	Dry
Runway Used:	09L	IFR Approach:	None
Runway Length/Width:	5000 ft / 150 ft	VFR Approach/Landing:	Forced Landing; Traffic Pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 None	<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>Total Injuries:</b>	2 None		

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Lawrence R Lewis	<b>Adopted Date:</b>	04/30/2008
<b>Additional Participating Persons:</b>	Duff Baker; Miami		
<b>Publish Date:</b>			
<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.ntsbt.gov/pubdms/">http://dms.ntsbt.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.