



# National Transportation Safety Board Aviation Accident Data Summary

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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>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	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

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

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

## Flight Instructor Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	24
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	Airplane Single-engine
<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

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N169LC
<b>Model/Series:</b>	152	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	Dean International	<b>Engine Manufacturer:</b>	Lycoming
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-235-L2C
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KTMB	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None	<b>Wind Speed/Gusts, Direction:</b>	14 knots / , 90°
<b>Temperature:</b>	27° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Miami, FL (TMB)	<b>Destination:</b>	

## Airport Information

<b>Airport:</b>	Kendall Tamiami Executive Airp (KTMB)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	09L	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	5000 ft / 150 ft		

## 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>Latitude, Longitude:</b>	25.641944, -80.426389		

## Administrative Information

**Investigator In Charge (IIC):** Lawrence R Lewis

**Adopted Date:** 04/30/2008

**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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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.