



National Transportation Safety Board Aviation Accident Final Report

Location:	MIAMI LAKES, FL	Accident Number:	MIA88FA195
Date & Time:	06/17/1988, 1927 EDT	Registration:	N560JB
Aircraft:	PIPER PA-31-P	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal, 2 Serious

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE INSTRUCTOR (CFI), WHO SURVIVED, WAS FLYING THE ACFT FM THE RGT FNT SEAT WHILE THE OWNER/PLT WAS IN THE LEFT SEAT. THE FLT HAD PROGRESSED NORMALLY UNTIL THE PLTS RTRND TO THE ARPT TO LND. CLNC WAS RECEIVED TO LND ON RWY 9L. ACCORDING TO THE CFI, HE LOWERED THE LNDG GEAR, SELECTED 10 DEG OF FLAPS & NOTED HE NEEDED EXCESSIVE BACK PRESSURE ON THE CTL YOKETO KEEP THE ACFT FM DSCNDG. ALSO, HE STATED HE WAS UNABLE TO RELIEVE THE PRESSURE WITH ELEC OR MANUAL TRIM. HE ASKED THE PLT/OWNER TO USE HIS ELEC TRIM (ON THE LEFT YOKE), BUT THIS DID NOT HELP. THE CFI STATED HE RETRACTED THE FLAPS & INCREASED PWR, BUT THE ACFT CONTD TO SETTLE. SUBSEQUENTLY, IT HIT A TREE & A POLE, THEN IMPACTED THE GND & STRUCK A VEHICLE BEFORE STOPPING. A FIRE ERUPTED & ALL 3 OCCUPANTS WERE BURNED WHILE EVACUATING THE ACFT. THE PLT/OWNER DIED FM HIS INJURIES. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FND DRG THE INVESTIGATION. FLT TEST DATA CONCERNING THRUST- DRAG RATIO SHOWED THAT INDUCED DRAG INCREASES RAPIDLY BELOW 90 KTS. WITNESSES SAID THE ACFT WAS LOW/SLOW ON FINAL APCH.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND(CFI)
2. DESCENT - INADVERTENT
3. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND(CFI)
4. (C) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND(CFI)
5. (F) OBJECT - TREE(S)
6. (F) OBJECT - UTILITY POLE

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Findings

7. OBJECT - VEHICLE

Factual Information

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	28, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	10/23/1987
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	3444 hours (Total, all aircraft), 270 hours (Total, this make and model), 3282 hours (Pilot In Command, all aircraft), 224 hours (Last 90 days, all aircraft), 79 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N560JB
Model/Series:	PA-31-P PA-31-P	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	31P-7400195
Landing Gear Type:	Retractable - Tricycle	Seats:	7
Date/Type of Last Inspection:	02/01/1988, 100 Hour	Certified Max Gross Wt.:	7800 lbs
Time Since Last Inspection:	50 Hours	Engines:	2 Reciprocating
Airframe Total Time:	1750 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	TIGO-541-E1A
Registered Owner:	LAURENCE D. GAVOLIC	Rated Power:	425 hp
Operator:	LAURENCE D. GAVOLIC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	OPI, 9 ft msl	Distance from Accident Site:	2 Nautical Miles
Observation Time:	1928 EDT	Direction from Accident Site:	90°
Lowest Cloud Condition:	Scattered / 2000 ft agl	Visibility	15 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:	
Precipitation and Obscuration:			
Departure Point:	OPA LOCKA, FL (OPI)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1845 EDT	Type of Airspace:	

Airport Information

Airport:	OPA LOCKA (OPE)	Runway Surface Type:	Asphalt
Airport Elevation:	9 ft	Runway Surface Condition:	Dry
Runway Used:	9L	IFR Approach:	None
Runway Length/Width:	8002 ft / 150 ft	VFR Approach/Landing:	Full Stop; Straight-in

Wreckage and Impact Information

Crew Injuries:	1 Fatal, 1 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Serious	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Total Injuries:	1 Fatal, 2 Serious	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	ANDREW A ALSTON	Report Date:	09/19/1989
Additional Participating Persons:	AL SCHNEIDER; MIAMI, FL GREGORY ERICKSON; WILLIAMSPORT, PA ROBERT BOOB; VERO BEACH, FL DAN GALLAGHER; PIQUA, OH		
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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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