



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	MIRAMAR, FL	<b>Accident Number:</b>	ATL92FA167
<b>Date &amp; Time:</b>	08/27/1992, 1030 EDT	<b>Registration:</b>	N6AT
<b>Aircraft:</b>	CESSNA 402B	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 Fatal, 1 Serious
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

THE AIRCRAFT WAS ENGAGED IN A VOLUNTARY RELIEF FLIGHT FOR THE VICTIMS OF HURRICANE ANDREW. ALL OF THE SEATS HAD BEEN REMOVED FROM THE CABIN SECTION OF THE AIRCRAFT. THERE WERE NO WEIGHT SCALES USED IN THE LOADING OF THE CARGO ONTO THE AIRCRAFT. THE PRIVATE PILOT DID NOT HAVE A MULTIENGINE RATING ON HIS PILOT CERTIFICATE. THE AIRCRAFT CRASHED INTO A RESIDENCE ONE HALF MILE FROM THE DEPARTURE END OF THE RUNWAY. WITNESSES STATED THAT THE AIRCRAFT USED MOST OF THE AVAILABLE RUNWAY PRIOR TO LIFTOFF. AFTER LIFTOFF, THE AIRCRAFT APPEARED TO CLIMB IN AN UNSTABLE CONDITION PRIOR TO THE ACCIDENT. INVESTIGATION REVEALED THAT THE AIRCRAFT WAS 1112.2 POUNDS OVER THE MAXIMUM GROSS TAKEOFF WEIGHT AT THE TIME OF THE DEPARTURE.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE FAILURE OF THE PILOT TO PERFORM PREFLIGHT PLANNING IN THAT THE WEIGHT AND BALANCE OF THE AIRCRAFT WERE EXCEEDED. THE PILOT'S LACK OF EXPERIENCE IN THE TYPE OF AIRCRAFT AND LACK OF MULTIENGINE CERTIFICATION.

## Findings

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Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. STALL - ENCOUNTERED - PILOT IN COMMAND
  2. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  3. (C) AIRCRAFT WEIGHT AND BALANCE - CONTINUED - PILOT IN COMMAND
  4. (C) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: DESCENT - UNCONTROLLED

### Findings

5. OBJECT - RESIDENCE
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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	41, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	07/30/1992
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	562 hours (Total, all aircraft), 56 hours (Total, this make and model), 469 hours (Pilot In Command, all aircraft), 11 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N6AT
<b>Model/Series:</b>	402B 402B	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	402B0539
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	06/08/1992, 100 Hour	<b>Certified Max Gross Wt.:</b>	6300 lbs
<b>Time Since Last Inspection:</b>	40 Hours	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	4244 Hours	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>		<b>Engine Model/Series:</b>	TSIO-520-E
<b>Registered Owner:</b>	GLOBAL AIR ENTERPRISES LTD.	<b>Rated Power:</b>	300 hp
<b>Operator:</b>	J. T. F. UNITED INVESTMENTS	<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	JUIA

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	HWO, 9 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	1023 EDT	Direction from Accident Site:	360°
Lowest Cloud Condition:	Scattered / 2500 ft agl	Visibility	15 Miles
Lowest Ceiling:	Broken / 25000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	29° C / 20° C
Precipitation and Obscuration:			
Departure Point:	HOLLYWOOD, FL (HWO)	Type of Flight Plan Filed:	None
Destination:	HOMESTEAD, FL (X51)	Type of Clearance:	None
Departure Time:	1029 EDT	Type of Airspace:	Class D; Class E

## Airport Information

Airport:	NORTH PERRY (HWO)	Runway Surface Type:	Concrete
Airport Elevation:	9 ft	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	3065 ft / 100 ft	VFR Approach/Landing:	None

## Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Substantial
Passenger Injuries:	1 Fatal, 1 Serious	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Fatal, 1 Serious	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	ROFF H SASSER	Report Date:	05/26/1993
Additional Participating Persons:	ALBERT E FRANK; FT. LAUDERDALE, FL		
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 <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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).