



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	TITUSVILLE, FL	<b>Accident Number:</b>	MIA82FA120
<b>Date &amp; Time:</b>	05/18/1982, 1548 EDT	<b>Registration:</b>	N90702
<b>Aircraft:</b>	PIPER P-60-601P	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Fatal, 1 Serious
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

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## Analysis

SHORTLY AFTER TAKEOFF WITNESSES OBSERVED THE ACFT IN A STEEP LEFT BANK DESCENDING UNTIL IT CRASHED APPROXIMATELY 1200 FTNW OF THE DEPARTURE END OF THE RWY. ACCORDING TO THE PAX THE INITIAL CLIMB DISTRACTING THE ATTENTION OF THE PLT WHO LOST CONTROL OF THE ACFT WHILE ATTEMPTING TO CLOSE THE DOOR. THE INADVERTENT OPENING OF THE TOP SECTION OF THE CABIN DOOR IN FLIGHT IS NOT CONSIDERED CRITICAL. THE BEFORE STARTING ENGINES & BEFORE TAKEOFF CHECK LISTS CALL FOR "CABIN DOOR CLOSED AND LOCKED PIN INDICATORS CHECK ON GREEN MARK." ACCORDING TO THE PAX THE PLT PERFORMED A COCKPIT CHECK WITHOUT THE AID OF A WRITTEN CHECK LIST.

## Probable Cause and Findings

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

## Findings

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Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. (F) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. (F) CHECKLIST - NOT USED - PILOT IN COMMAND
3. (F) DOOR, EXTERIOR CREW - UNLOCKED
4. (C) AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
5. (C) DIVERTED ATTENTION - PILOT IN COMMAND

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: TAKEOFF - INITIAL CLIMB

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	25, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 1 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	01/19/1982
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	4119 hours (Total, all aircraft), 3750 hours (Pilot In Command, all aircraft), 210 hours (Last 90 days, all aircraft), 44 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N90702
<b>Model/Series:</b>	P-60-601P P-60-601P	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	61P-0339-100
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	6000 lbs
<b>Time Since Last Inspection:</b>	0 Hours	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	1732 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	IO-540-S1AS
<b>Registered Owner:</b>	AIR SECURITY TRANSPORT	<b>Rated Power:</b>	290 hp
<b>Operator:</b>	AIR SECURITY TRANSPORT	<b>Operating Certificate(s) Held:</b>	

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	TIX, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1551	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	7 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	78° C / 0° C
Precipitation and Obscuration:			
Departure Point:	TITUSVILLE, FL (TIX)	Type of Flight Plan Filed:	None
Destination:	VERO BEACH, FL (VRB)	Type of Clearance:	
Departure Time:	1548	Type of Airspace:	

## Airport Information

Airport:	TICO (TIX)	Runway Surface Type:	Asphalt
Airport Elevation:	0 ft	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	6000 ft / 150 ft	VFR Approach/Landing:	None

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	Report Date:	05/18/1983
Additional Participating Persons:		
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](#).