



# National Transportation Safety Board Aviation Accident Final Report

<b>Location:</b>	OPA LOCKA, FL	<b>Accident Number:</b>	MIA95FA211
<b>Date &amp; Time:</b>	08/22/1995, 1123 EDT	<b>Registration:</b>	N4630W
<b>Aircraft:</b>	Aero Commander 560F	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation -		

## Analysis

The non-certificated pilot took a multiengine airplane without the owner's permission and attempted to fly around the traffic pattern. On base leg to final, the airplane was observed to stall, enter a nose down descent, and crash. The non-certificated pilot was apparently unaware that the static system ports had been taped over for avionics work.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: failure of the non-certificated pilot (unqualified person) to maintain sufficient airspeed, which resulted in a stall and a collision with the ground. Factors relating to the accident were: the non-certificated pilot's unauthorized use of an airplane that had static ports taped for maintenance, and his failure to properly preflight the airplane (and ensure the static ports were clear).

## Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: APPROACH - VFR PATTERN - BASE LEG/BASE TO FINAL

### Findings

1. (F) STOLEN AIRCRAFT/UNAUTHORIZED USE - PERFORMED - UNQUALIFIED PERSON
2. PITOT/STATIC SYSTEM - INOPERATIVE
3. (F) AIRCRAFT PREFLIGHT - IMPROPER - UNQUALIFIED PERSON
4. (C) AIRSPEED - NOT MAINTAINED - UNQUALIFIED PERSON
5. (C) STALL - INADVERTENT - UNQUALIFIED PERSON

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

## Factual Information

### HISTORY OF FLIGHT

On August 22, 1995, about 1123 eastern daylight time, N4630W, an Aero Commander 560F crashed about 1 mile east of Opa Locka Airport, Opa Locka, Florida, while on a 14 CFR Part 91 personal flight. Visual meteorological conditions prevailed at the time and no flight plan was filed. The airplane was substantially damaged and the nonrated pilot received fatal injuries. The flight originated about 5 minutes earlier.

Witnesses stated they observed the airplane take off on runway 27 and the engines sounded like they were "sputtering". The airplane then flew an erratic right traffic pattern around the north side of the airport and the speed appeared to be decreasing. The airplane then pitched nose down and crashed in the backyard of a residence just east of the approach end of runway 27 at Opa Locka Airport.

### PERSONNEL INFORMATION

The pilot, Mario R. Brand, held no pilot's certificate. A review of available records at the Aviation Medical Center in Oklahoma City, Oklahoma, revealed that the pilot had applied for a Class III medical certificate and student pilot's certificate on July 8, 1987. The certificate was denied for failure of the applicant to provide information.

### AIRCRAFT INFORMATION

The airplane records and logs indicated that the airplane had an annual inspection recorded as completed on August 14, 1995. The pilot's brother stated that the airplane had a faulty altitude reporting system and a local mechanic was attempting to fix the problem. The mechanic had applied masking tape to the airplanes static ports as part of the troubleshooting procedure. The masking tape was still in place after the accident. Additional airplane information is attached to this report.

### METEOROLOGICAL INFORMATION

Witnesses around the airport stated that it was a dark night with no rain or fog. The Opa Locka Airport tower had closed for the night. Additional weather information is included in this report.

### WRECKAGE AND IMPACT INFORMATION

The main wreckage of N4630W was located in the backyard of a residence about 1/4 mile east of Opa Locka Airport. The airplane impacted almost vertically and came to rest in a dirt crater about 2 feet deep. The entire nose section and the cockpit were destroyed. An examination of the flight controls revealed control continuity was established for all aerodynamic surfaces. There was fuel in both fuel tanks and they were ruptured and leaking.

The airplane was removed from the scene and secured in a local hangar. Additional examination revealed that masking tape was sealed over both static ports. Both engines were removed and examined. Both engines exhibited no preimpact failures. Both propeller systems were removed and examined. Two of each three blades exhibited chordwise scratching and slight spanwise curling with leading edge damage.

### MEDICAL AND PATHOLOGICAL INFORMATION

A post-mortem examination of the pilot was conducted by Dr. Bruce Hyma on August 23, 1996. Dr. Hyma reported the cause of death to be multiple blunt and crushing injuries. A toxicological examination revealed .01 percent alcohol in the blood of the pilot.

**ADDITIONAL INFORMATION** The pilot's brother and mother both stated that they had not given the pilot permission to fly the airplane. The wreckage was released to Mr. George Manion, Airport Manager, Opa Locka Airport on August 29, 1996.

### Pilot Information

<b>Certificate:</b>	None	<b>Age:</b>	, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<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>	None None	<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>			

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Aero Commander	<b>Registration:</b>	N4630W
<b>Model/Series:</b>	560F 560F	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	1068-24
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	08/14/1995, Annual	<b>Certified Max Gross Wt.:</b>	7500 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IGO-540-B1A
<b>Registered Owner:</b>	ELIZABETH M. BRAND	<b>Rated Power:</b>	295 hp
<b>Operator:</b>	ELIZABETH M. BRAND	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	OPF, 23 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1051 EDT	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 10000 ft agl	Visibility	8 Miles
Lowest Ceiling:	Overcast / 18000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	, FL (OPF)	Type of Flight Plan Filed:	None
Destination:	UNKNOWN	Type of Clearance:	None
Departure Time:	1118 EDT	Type of Airspace:	Class D

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	ANDREW A ALSTON	Report Date:	07/03/1996
Additional Participating Persons:	RICHARD BARBIERI EDWARD ROGALSKE; WILLIAMSPORT, PA		
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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