


|   |             |                                 |                                  |                                      |  |
|---|-------------|---------------------------------|----------------------------------|--------------------------------------|--|
|   |             | NTSB ID: MIA06LA122             |                                  | Aircraft Registration Number: N227DG |  |
|   |             | Occurrence Date: 07/16/2006     |                                  | Most Critical Injury: Fatal          |  |
|   |             | Occurrence Type: Accident       |                                  | Investigated By: NTSB                |  |
| Location/Time   |             |                                 |                                  |                                      |  |
| Nearest City/Place<br>Wimauma   | State<br>FL | Zip Code<br>33598               | Local Time<br>1315               | Time Zone<br>EDT                     |  |
| Airport Proximity: On Airport/Airstrip  |             | Distance From Landing Facility: |                                  |                                      |  |
| Aircraft Information Summary  |             |                                 |                                  |                                      |  |
| Aircraft Manufacturer<br>Cessna   |             | Model/Series<br>320E            |                                  | Type of Aircraft<br>Airplane         |  |
| Revenue Sightseeing Flight: No  |             |                                 | Air Medical Transport Flight: No |                                      |  |
| Narrative   |             |                                 |                                  |                                      |  |
| <p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>On July 16, 2006, about 1315 eastern daylight time, a Cessna 320E, N227DG, registered to One Two Victor Inc. and operated by an individual, impacted with telephone cables during takeoff at the Wimauma Air Park, Wimauma, Florida, while on a Title 14 Code of Federal Regulations Part 91 personal flight. Visual meteorological conditions prevailed at the time and no flight plan was filed. The private-rated pilot and two passengers were seriously injured; the third passenger was seriously injured and later succumbed from complications. The airplane was destroyed. The flight was originating at the time.</p> <p>A witness stated he observed the airplane land and fuel at the airport's self service station, which was later, determined a total of 96 gallons. The airplane was taxied to the far end displaced threshold area of runway 9; a published 3,000 feet long turf runway. Another witness stated he heard the engines sounded normal for takeoff.</p> <p>The accident site was consistent with the airplane's initial takeoff climb from runway 9, which it veered about 100 feet toward the north from the runway's centerline. The airplane then impacted a telephone pole, while the airplane's vertical stabilizer collided with telephone cables at an estimated height of 25 feet above the ground. The airplane came to a stop and impacted the ground flat, partly on top of the airport's perimeter fence and onto the public street; a fire immediately ensued. All on board where able to exit the airplane, two required assistance.</p> <p>The pilot stated that the front seat passenger fueled the airplane and he did not know which tanks were fueled and the amounts. He estimated the weights of the passenger as, the front seat passenger at 186 lb, himself at 217 lb, his wife in the back seat at 185 lb, and the front passenger's wife in the back seat at 155 lb. He has flown out of that airport before with 4 passengers during that time of the year. He believed the temperature was about 93-95 degrees Fahrenheit at the time of the accident. He always used the displaced section of the grass runway. He recalls, during the takeoff, that the airplane lifted, climbed, and then stopped climbing. It started sinking, it was not gaining altitude. He elected to select the landing gear up to clean the airplane. He could not recall a loss of engine power.</p> <p>A wreckage examination was conducted by a representative of the Teledyne Continental Motors (TCM), and a representative of the Cessna Aircraft Company with FAA oversight. The left and right engines were visually and partially dismantled. Both engine's crankshaft rotated, compression and exhaust were established to all the cylinders. Valve train and rear accessory section continuity were established on both engines. Examination of both engines did not reveal any abnormalities that would have prevented normal operation and production of rated power. The magnetos from the left and right engine incurred thermal damage from the fire. The four magnetos were examined at the TCM facility with NTSB oversight. Due to the thermal damage to the right engine's magnetos an operational bench test was not possible. With the exception of the thermal damage, no discrepancies were present. The left engine's magnetos harnesses assemble incurred fire damaged and were</p> |             |                                 |                                  |                                      |  |
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National Transportation Safety Board

## FACTUAL REPORT

AVIATION

NTSB ID: MIA06LA122

Occurrence Date: 07/16/2006

Occurrence Type: Accident


## Narrative (Continued)


replaced. An operational bench test was conducted and no discrepancies were noted.

All flight control and fuel systems that were not destroyed were examined. The landing gear mechanism was in the retracted position. The flap mechanism equated to a 10 degrees setting. Elevator trim actuator equated to approximately 5 degrees tab down. Aileron and rudder trim were neutral. Vortex generators were observed on the vertical stabilizer. The left push-pull cable actuated valve selector was observed in the left main fuel tank position. The right push-pull cable actuated valve selector was observed in the right main fuel tank position. A fuel sample test of fuel from the left side locker fuel tank was negative for water contamination.

The weight and balance sheet for the accident airplane showed the useful load at 1,394 lb. The vortex generator installation to the airplane increased the useful load by an additional 300 lb. The combined estimated weight, as per the pilot, of the people on board, fuel and estimated personal effects and items onboard was at 1,803 lb. The 1967 Cessna 320 Owner's Manual does not include takeoff distance performance adjustments for sod runways, tailwinds components, or operations in excess of maximum gross weight.

The front passenger's wife survived the accident but died in the hospital on June 21, 2006. A postmortem examination was performed by the Hillsborough County, Florida, Medical Examiner Department, located in Tampa, Florida. The cause of death was listed as sequelae of second and third degree thermal burns to 25 percent of body surface area.

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|--|--|---|-----------------------------------|-----------------------|---------------------|
| <br><b>National Transportation Safety Board</b><br><b>FACTUAL REPORT</b><br><b>AVIATION</b> |  | NTSB ID: MIA06LA122                     |                                   |                       |                     |
|  |  | Occurrence Date: 07/16/2006             |                                   |                       |                     |
|  |  | Occurrence Type: Accident               |                                   |                       |                     |
| <b>Landing Facility/Approach Information</b>   |  |   |                                   |                       |                     |
| Airport Name<br>Wimauma  | Airport ID:<br>FD77                          | Airport Elevation<br>100 Ft. MSL        | Runway Used<br>9                  | Runway Length<br>3000 | Runway Width<br>100 |
| Runway Surface Type: Grass/turf  |  |   |                                   |                       |                     |
| Runway Surface Condition: Dry  |  |   |                                   |                       |                     |
| Approach/Arrival Flown: NONE   |  |   |                                   |                       |                     |
| VFR Approach/Landing: None   |  |   |                                   |                       |                     |
| <b>Aircraft Information</b>  |  |   |                                   |                       |                     |
| Aircraft Manufacturer<br>Cessna  |  | Model/Series<br>320E                    |                                   | Serial Number<br>0008 |                     |
| Airworthiness Certificate(s): Normal   |  |   |                                   |                       |                     |
| Landing Gear Type: Retractable - Tricycle  |  |   |                                   |                       |                     |
| Amateur Built Acft? No   | Number of Seats: 6                           | Certified Max Gross Wt.<br>5300 LBS     | Number of Engines: 2              |                       |                     |
| Engine Type:<br>Reciprocating  | Engine Manufacturer:<br>Teledyne Continental | Model/Series:<br>TSIO-520               | Rated Power:<br>285 HP            |                       |                     |
| - Aircraft Inspection Information  |  |   |                                   |                       |                     |
| Type of Last Inspection<br>Annual  | Date of Last Inspection<br>02/2006           | Time Since Last Inspection<br>Hours     | Airframe Total Time<br>4369 Hours |                       |                     |
| - Emergency Locator Transmitter (ELT) Information  |  |   |                                   |                       |                     |
| ELT Installed?/Type Yes /  | ELT Operated? No                             | ELT Aided in Locating Accident Site? No |                                   |                       |                     |
| <b>Owner/Operator Information</b>  |  |   |                                   |                       |                     |
| Registered Aircraft Owner<br>One Two Victor Inc.   |  | Street Address<br>4935 W San Rafael St. |                                   |                       |                     |
|  |  | City<br>Tampa                           | State<br>FL                       | Zip Code<br>33629     |                     |
| Operator of Aircraft<br>Steve A. Dendrios  |  | Street Address<br>4935 W San Rafael St. |                                   |                       |                     |
|  |  | City<br>Tampa                           | State<br>FL                       | Zip Code<br>33629     |                     |
| Operator Does Business As:   |  |   | Operator Designator Code:         |                       |                     |
| - Type of U.S. Certificate(s) Held: None   |  |   |                                   |                       |                     |
| Air Carrier Operating Certificate(s):  |  |   |                                   |                       |                     |
| Operating Certificate:   |  |   | Operator Certificate:             |                       |                     |
| Regulation Flight Conducted Under: Part 91: General Aviation   |  |   |                                   |                       |                     |
| Type of Flight Operation Conducted: Personal   |  |   |                                   |                       |                     |

|  |                             |
|--|-----------------------------|
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|  | Occurrence Date: 07/16/2006 |
|  | Occurrence Type: Accident   |

**First Pilot Information**

|                 |                 |                  |                          |           |
|-----------------|-----------------|------------------|--------------------------|-----------|
| Name<br>On File | City<br>On File | State<br>On File | Date of Birth<br>On File | Age<br>63 |
|-----------------|-----------------|------------------|--------------------------|-----------|

|        |                     |                     |                             |
|--------|---------------------|---------------------|-----------------------------|
| Sex: M | Seat Occupied: Left | Occupational Pilot? | Certificate Number: On File |
|--------|---------------------|---------------------|-----------------------------|

Certificate(s): Private

Airplane Rating(s): Multi-engine Land; Single-engine Land

Rotorcraft/Glider/LTA: None

Instrument Rating(s): Airplane

Instructor Rating(s): None

Current Biennial Flight Review? 03/2006

|                        |  |                                    |
|------------------------|--|------------------------------------|
| Medical Cert.: Class 3 | Medical Cert. Status: With Waivers/Limitations | Date of Last Medical Exam: 03/2006 |
|------------------------|--|------------------------------------|

| - Flight Time Matrix  | All A/C | This Make and Model | Airplane Single Engine | Airplane Multi-Engine | Night | Instrument |           | Rotorcraft | Glider | Lighter Than Air |
|-----------------------|---------|---------------------|------------------------|-----------------------|-------|------------|-----------|------------|--------|------------------|
|                       |         |                     |                        |                       |       | Actual     | Simulated |            |        |                  |
| Total Time            | 2127    | 1045                | 618                    | 1466                  | 555   | 974        | 25        |            |        |                  |
| Pilot In Command(PIC) | 2022    | 1045                | 513                    | 1466                  | 555   | 974        |           |            |        |                  |
| Instructor            |         |                     |                        |                       |       |            |           |            |        |                  |
| Instruction Received  |         |                     |                        |                       |       |            |           |            |        |                  |
| Last 90 Days          | 23      | 23                  |                        | 23                    | 3     | 13         |           |            |        |                  |
| Last 30 Days          | 10      | 10                  |                        | 10                    | 1     | 7          |           |            |        |                  |
| Last 24 Hours         |         |                     |                        |                       |       |            |           |            |        |                  |

|                    |                           |                       |                  |
|--------------------|---------------------------|-----------------------|------------------|
| Seatbelt Used? Yes | Shoulder Harness Used? No | Toxicology Performed? | Second Pilot? No |
|--------------------|---------------------------|-----------------------|------------------|

**Flight Plan/Itinerary**

Type of Flight Plan Filed: None

|   |       |                            |                        |                  |
|---|-------|----------------------------|------------------------|------------------|
| Departure Point<br>Same as Accident/Incident Location | State | Airport Identifier<br>FD77 | Departure Time<br>1315 | Time Zone<br>EDT |
|---|-------|----------------------------|------------------------|------------------|

|                             |       |                    |  |
|-----------------------------|-------|--------------------|--|
| Destination<br>Local Flight | State | Airport Identifier |  |
|-----------------------------|-------|--------------------|--|


Type of Clearance: None

Type of Airspace:

**Weather Information**

Source of Wx Information:

Automated Report

|  |                             |
|--|-----------------------------|
|  <p><b>National Transportation Safety Board</b><br/><b>FACTUAL REPORT</b><br/><b>AVIATION</b></p> | NTSB ID: MIA06LA122         |
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|  | Occurrence Type: Accident   |

|  |                     |  |               |                                 |                              |
|--|---------------------|--|---------------|---------------------------------|------------------------------|
| <b>Weather Information</b>                                     |                     |  |               |                                 |                              |
| WOF ID   | Observation Time    | Time Zone  | WOF Elevation | WOF Distance From Accident Site | Direction From Accident Site |
| KTPA   | 1253                | EDT  | 26 Ft. MSL    | 21 NM                           | 140 Deg. Mag.                |
| Sky/Lowest Cloud Condition: Thin Broken                        |                     |  | 4500 Ft. AGL  | Condition of Light: Day         |                              |
| Lowest Ceiling: Broken   |                     | 25000 Ft. AGL  |               | Visibility: 8 SM                | Altimeter: 30.05 "Hg         |
| Temperature: 33 °C   | Dew Point: 23 °C    | Weather Conditions at Accident Site: Visual Conditions |               |                                 |                              |
| Wind Direction: 260  | Wind Speed: 8       | Wind Gusts:  |               |                                 |                              |
| Visibility (RVR): Ft.  | Visibility (RVV) SM |  |               |                                 |                              |
| Precip and/or Obscuration:<br>No Obscuration; No Precipitation |                     |  |               |                                 |                              |

|                             |                       |                          |
|-----------------------------|-----------------------|--------------------------|
| <b>Accident Information</b> |                       |                          |
| Aircraft Damage: Destroyed  | Aircraft Fire: Ground | Aircraft Explosion: None |

| - Injury Summary Matrix | Fatal | Serious | Minor | None | TOTAL |
|-------------------------|-------|---------|-------|------|-------|
| First Pilot             |       | 1       |       |      | 1     |
| Second Pilot            |       |         |       |      |       |
| Student Pilot           |       |         |       |      |       |
| Flight Instructor       |       |         |       |      |       |
| Check Pilot             |       |         |       |      |       |
| Flight Engineer         |       |         |       |      |       |
| Cabin Attendants        |       |         |       |      |       |
| Other Crew              |       |         |       |      |       |
| Passengers              | 1     | 2       |       |      | 3     |
| - TOTAL ABOARD -        | 1     | 3       |       |      | 4     |
| Other Ground            |       |         |       |      |       |
| - GRAND TOTAL -         | 1     | 3       |       |      | 4     |

National Transportation Safety Board

**FACTUAL REPORT**

**AVIATION**



NTSB ID: MIA06LA122

Occurrence Date: 07/16/2006

Occurrence Type: Accident

Administrative Information

Investigator-In-Charge (IIC)

Jose Obregon

Additional Persons Participating in This Accident/Incident Investigation:

Steve Dobrovic  
FAA Tampa FSDO-35  
Tampa, FL

Greg Schmidt  
Teledyne Continental Motors  
Mobile, AL

Jan Smith  
Cessna Aircraft Company  
Wichita, KS