

Brief of Accident (Continued)

MIA06LA122
File No. 23494

07/16/2006

Wimauma, FL

Aircraft Reg No. N227DG

Time (Local): 13:15 EDT

neutral. Vortex generators were observed on the vertical stabilizer. The left fuel value selector was observed in the left main fuel tank position. The right fuel value selector was observed in the right main fuel tank position. A fuel sample test 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. One of the passengers succumbed as sequelae of second and third degree thermal burns to 25 percent of body surface area, five days later.

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

Findings

1. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. (C) AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

3. CLIMB - NOT POSSIBLE - PILOT IN COMMAND
4. OBJECT - POLE
5. OBJECT - WIRE,STATIC

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.
Pilot's inadequate preflight planning and exceeding the weight and balance limitations of the airplane.