



National Transportation Safety Board Aviation Accident Final Report

Location:	MINERAL SPRINGS, FL	Accident Number:	MIA84FA122
Date & Time:	03/26/1984, 2123 EST	Registration:	N620AC
Aircraft:	CESSNA 402C	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	4 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE ACFT COLLIDED WITH TREES AND THE GROUND DURING FLT IN ADVERSE WEATHER. THERE IS NO RECORD OF THE PLT RECEIVING A PRE-FLT BRIEFING AND NO FLT PLAN WAS FILED. WITNESSES HEARD AN ACFT FLYING LOW FOLLOWED BY A LOUD THUD. ABOUT 16 MI NORTH AT SARASOTA, FL, THE 2128 EST WX WAS: 200 FT PARTIAL OBSCURATION, VIBIBILITY 3 MI WITH FOG. PERSONS IN THE VICINITY OF THE ACCIDENT STATED THAT THE AREA HAD HEAVY, PATCHY GROUND FOG.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation: CRUISE - NORMAL

Findings

1. (F) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. (F) LIGHT CONDITION - DARK NIGHT
3. (F) WEATHER CONDITION - FOG
4. (F) WEATHER CONDITION - OBSCURATION
5. (C) FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
6. (F) VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
7. (F) LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: MANEUVERING

Findings

8. (F) OBJECT - TREE(S)
9. (C) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Private	Age:	47, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	07/30/1982
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N620AC
Model/Series:	402C 402C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	402C0455
Landing Gear Type:	Retractable - Tricycle	Seats:	8
Date/Type of Last Inspection:	01/12/1984, Annual	Certified Max Gross Wt.:	6850 lbs
Time Since Last Inspection:	404 Hours	Engines:	2 Reciprocating
Airframe Total Time:	7454 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	TSIO-520-VB
Registered Owner:	FORT MYERS 21 INC.	Rated Power:	325 hp
Operator:	FORT MYERS 21 INC.	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	SRQ, 29 ft msl	Distance from Accident Site:	16 Nautical Miles
Observation Time:	2128 EST	Direction from Accident Site:	355°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	0 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	22° C / 22° C
Precipitation and Obscuration:			
Departure Point:	FT. MYERS, FL (FMY)	Type of Flight Plan Filed:	None
Destination:	SARASOTA, FL (SRQ)	Type of Clearance:	None
Departure Time:	2101 EST	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	3 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	ANDREW A ALSTON	Report Date:	
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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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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](#).