



National Transportation Safety Board Aviation Accident Final Report

Location:	APALACHICOLA, FL	Accident Number:	MIA85LA205
Date & Time:	06/30/1985, 1830 EDT	Registration:	N28SE
Aircraft:	BEECH 65-A90	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

AN ATP PLT (PIC) SAID HE WAS CHECKING OUT ANOTHER (COMMERCIAL) PLT IN THE ACFT. AS THE COMMERCIAL PLT WAS MAKING A TAKEOFF FROM A TOUCH-&-GO LANDING, THE ACFT LOST ALTITUDE & COLLIDED WITH WATER. THE COMMERCIAL PLT STATED THAT HE WAS LOOKING FOR THE FLAP CONTROL WHEN THE ACCIDENT OCCURRED. REPORTEDLY, THE PIC WAS LOOKING FOR SOME CHARTS INSIDE HIS FLT BAG & DID NOT REALIZE THE ACFT WAS LOSING ALTITUDE UNTIL JUST PRIOR TO IMPACT. THE PIC REPORTED THAT THE VISIBILITY WAS 3 MI WITH HAZE.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. TOUCH-AND-GO - PERFORMED - COPILOT/SECOND PILOT
2. (F) WEATHER CONDITION - HAZE/SMOKE
3. (C) PROPER CLIMB RATE - NOT MAINTAINED - COPILOT/SECOND PILOT
4. (C) DIVERTED ATTENTION - COPILOT/SECOND PILOT
5. (C) SUPERVISION - INADEQUATE - PILOT IN COMMAND
6. (F) COMPLACENCY - PILOT IN COMMAND
7. (F) TERRAIN CONDITION - WATER,ROUGH

Factual Information

Pilot Information

Certificate:	Airline Transport	Age:	33, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	06/18/1984
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	6530 hours (Total, all aircraft), 300 hours (Total, this make and model), 6300 hours (Pilot In Command, all aircraft), 145 hours (Last 90 days, all aircraft), 40 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N28SE
Model/Series:	65-A90 65-A90	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	LJ-239
Landing Gear Type:	Retractable - Tricycle	Seats:	8
Date/Type of Last Inspection:	06/01/1984, Annual	Certified Max Gross Wt.:	8800 lbs
Time Since Last Inspection:	0 Hours	Engines:	2 Turbo Prop
Airframe Total Time:	7266 Hours	Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	PT6A-20
Registered Owner:	RELIABLE PRODUCTION SERVICE	Rated Power:	550 hp
Operator:	RELIABLE PRODUCTION SERVICE	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	TLH, 81 ft msl	Distance from Accident Site:	55 Nautical Miles
Observation Time:	1800 EDT	Direction from Accident Site:	30°
Lowest Cloud Condition:	Unknown / 25000 ft agl	Visibility	4 Miles
Lowest Ceiling:	Broken / 25000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	29° C / 21° C
Precipitation and Obscuration:			
Departure Point:	TALLAHASSEE, FL (TLH)	Type of Flight Plan Filed:	None
Destination:	DAYTONA BEACH, FL (DAB)	Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class G

Airport Information

Airport:	ST GEORGE ISLAND (F47)	Runway Surface Type:	Asphalt
Airport Elevation:	0 ft	Runway Surface Condition:	Dry
Runway Used:	32	IFR Approach:	None
Runway Length/Width:	3800 ft / 65 ft	VFR Approach/Landing:	Touch and Go

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	MAX ROJAS	Report Date:	
Additional Participating Persons:	A NESBIC; JACKSONVILLE, FL		
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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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](#).