



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	CORAL SPRINGS, FL	<b>Accident Number:</b>	MIA87FA239
<b>Date &amp; Time:</b>	09/02/1987, 1615 EDT	<b>Registration:</b>	N421DT
<b>Aircraft:</b>	CESSNA 421	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Fatal

**Flight Conducted Under:** Part 91: General Aviation - Personal

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## Analysis

THE ACFT HAD BEEN ABANDONED IN THE BAHAMAS FOR APRX 7 MONTHS. A PLT, WITH NO KNOWN FLT TIME IN A CESSNA 421, FLEW IT TO FT LAUDERDALE. EXCEPT TO AVOID CLDS, HE MADE THE FLT AT A LOW ALT & AIRSPEED. WHEN ASKED WHY, HE SAID HE WAS TRYING TO SAVE THE ENGS. THE PLT THEN DEPD TWD AN AREA OF DARK CLDS & TSTMS. WHEN HE DID NOT ARRIVE AT THE DESTN, A SEARCH WAS INITIATED. THE ACFT WAS FND 4 DAYS LATER WHERE IT CRASHED IN A STEEP NOSE DOWN ATTITUDE. RADAR DATA SHOWED THE ACFT MADESVRL HDG CHGS & WAS RTRNG TO THE DEP ARPT BEFORE IT CRASHED. THE FWD PART OF THE ACFT WAS BURIED IN A SWAMP, BUT THE AFT EDGES OF THE WINGS, FUSELAGE & EMPENNAGE WERE VISIBLE ABOVE WATER. THE PROPS HAD ROTATIONAL DMG; NO PREIMPACT MECH FAILURE OR MALFUNCTION WAS EVIDENT. AN EXAM OF THE RGT ENG REVEALED ITS #2 PUSH RODS & ROCKER ARMS/SHAFTS/RETAINERS HAD BEEN REMOVED BEFORE FLT. ALSO, A #2 SPARK PLUG WAS STOWED WITH ITS IGNITION LEAD ATTACHED. THE ACFT OWNER WAS NOT FND. THE PLT'S MED CERT WAS DATED 5/28/85.

## Probable Cause and Findings

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

## Findings

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Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation: CRUISE - NORMAL

### Findings

1. (F) PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. (F) OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT IN COMMAND
3. (C) FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
4. (F) WEATHER CONDITION - THUNDERSTORM
5. (F) WEATHER CONDITION - CLOUDS
6. (F) WEATHER CONDITION - UNFAVORABLE WIND
7. INITIATED

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Occurrence #2: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: CRUISE

### Findings

8. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
9. (C) STALL - INADVERTENT - PILOT IN COMMAND
10. (F) LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
11. (F) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

### Findings

12. TERRAIN CONDITION - WATER

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	57, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<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>	Class 3 Expired	<b>Last FAA Medical Exam:</b>	05/28/1985
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	2000 hours (Total, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N421DT
<b>Model/Series:</b>	421 421	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	421-0017
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	8
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	6800 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	GTSIO-520-D
<b>Registered Owner:</b>	J. DOUGLAS CAMERON	<b>Rated Power:</b>	375 hp
<b>Operator:</b>	THOMAS H. KOCH	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	FLL, 10 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	1547	Direction from Accident Site:	140°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	0 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	31° C / 23° C
Precipitation and Obscuration:			
Departure Point:	FT. LAUDERDALE, FL (FLL)	Type of Flight Plan Filed:	None
Destination:	NEW PORT RICHEY, FL (X28)	Type of Clearance:	None
Departure Time:	1530 EDT	Type of Airspace:	Class G

## Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
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):	RONALD W BIRD	Report Date:	01/11/1989
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 <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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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](#).