



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	WINCHESTER, IN	<b>Accident Number:</b>	CHI84FA278
<b>Date &amp; Time:</b>	07/05/1984, 0905 EST	<b>Registration:</b>	N59DB
<b>Aircraft:</b>	CESSNA 414A	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	4 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

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## Analysis

THE ACFT ENTERED AN EMBEDDED THUNDERSTORM AFTER BEING ADVISED BY ARTC OF SEVERAL LARGE AREAS OF HEAVY PRECIP IN HIS AREA& ALONG THE VICINITY OF HIS FLT PATH. THE PLTS RESPONSE WAS THAT HIS ACFT RADAR SHOWED NO BUILD-UPS OR RETURNS. ATC ALLOWED DEVIATIONS AT PLTS DISCRETION ACCORDING TO THE RECORDED TAPED CONVERSATION. THE PLT CONTINUED HIS FLT PATH & WAS LOST ON RADAR SHORTLY THEREAFTER IN A DESCENDING RT TURN AT 16800 FT MSL. WITNESSES SAW HIM EXIT THE BOTTOM OF THE CLOUD AT ABOUT 1000 FT AGL. THE WINGS WERE SEEN TO SEPARATE FROM THE FUSELAGE. OTHER WITNESSES SAW THE FUSELAGE DESCEND INVERTED, MINUS THE WINGS, EMPANNAGE & ENGINES, TO IMPACT IN A CORN FLD. THE WRECKAGE WAS SCATTERED OVER AN AREA 1 & 1/2 MILES LONG & 1/2 MILE WIDE. WITNESSES WHO HAD OBSERVED THE ACFT'S PREPARATIONS FOR DEPARTURE DESCRIBED IT AS 'MASS CONFUSION' IN THE COCKPIT. THE ACFT REPORTEDLY CREPT FORWARD SIX TIMES DURING AN EXTENDED 10-15 MINUTE CHECKLIST WHILE THE ENGINES WERE RUNNING AT A HIGH RPM SETTING ON A RAMP WITH OTHER ACFT & PEOPLE AROUND.

## 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: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: CRUISE - NORMAL

### Findings

1. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. (F) IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
3. (C) FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
4. (F) WEATHER CONDITION - THUNDERSTORM
5. (C) FLIGHT ADVISORIES - NOT FOLLOWED - PILOT IN COMMAND
6. (F) VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
7. (C) LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

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Occurrence #2: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation: DESCENT - UNCONTROLLED

### Findings

8. (C) DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
9. (F) WING - SEPARATION
10. (F) FLIGHT CONTROL SURFACES/ATTACHMENTS - SEPARATION
11. (F) ENGINE ASSEMBLY - SEPARATION

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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

### Findings

12. TERRAIN CONDITION - OPEN FIELD

## Factual Information

### Pilot Information

Certificate:	Private	Age:	57, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 3 Expired	Last FAA Medical Exam:	06/30/1982
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	650 hours (Total, all aircraft), 200 hours (Total, this make and model)		

### Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N59DB
Model/Series:	414A 414A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	4140260
Landing Gear Type:	Retractable - Tricycle	Seats:	7
Date/Type of Last Inspection:	09/23/1983, 100 Hour	Certified Max Gross Wt.:	6750 lbs
Time Since Last Inspection:	952 Hours	Engines:	2 Reciprocating
Airframe Total Time:	1164 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	TSIO-520-NB
Registered Owner:	CAPTIVATOR VENTURES LIMITED	Rated Power:	310 hp
Operator:	CAPTIVATOR VENTURES LIMITED	Operating Certificate(s) Held:	On-demand Air Taxi (135)

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	FWA, 801 ft msl	Distance from Accident Site:	50 Nautical Miles
Observation Time:	0850 EST	Direction from Accident Site:	350°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	3 Miles
Lowest Ceiling:	Broken / 1000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	24° C / 19° C
Precipitation and Obscuration:			
Departure Point:	FT. WAYNE, IN (FTW)	Type of Flight Plan Filed:	IFR
Destination:	ATLANTA, GA (PDK)	Type of Clearance:	IFR
Departure Time:	0000	Type of Airspace:	Class E

## 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):	WILLIAM S COOPER	Report Date:	
Additional Participating Persons:	WILLIAM S ROSS; WICHITA, KS ROBERT S BOYLE; ARVADA, CO		
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](#).