



National Transportation Safety Board Aviation Accident Final Report

Location:	NR. ORANGEVILLE, FL	Accident Number:	MIA84LA035
Date & Time:	11/20/1983, 1255	Registration:	N85JK
Aircraft:	CESSNA 340A	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE ACFT DISAPPEARED FM RADAR COVERAGE WHILE IN CRUISE FLT AT 10,000 FEET MSL NEAR ORANGEVILLE, FL. THE ATC TRANSCRIPT REVEALED THAT THE PLT HAD BEEN INQUIRING ABT THE WEATHER AHEAD OF HIM AND WAS CLEARED TO DESCEND TO 6000 IN ORDER TO GET BELOW STRONG HEADWINDS. ONE MINUTE LATER HE TRANSMITTED THAT HE WAS GOING TO STAY AT 10000 BECAUSE HE DID NOT HAVE ANY CHOICE(STRONG TURBULENCE). HIS LAST TRANSMISSION STATED THE WEATHER WAS GETTING WORSE. THE ACFT HAS NOT BEEN LOCATED.

Probable Cause and Findings

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

Findings

Occurrence #1: MISSING AIRCRAFT
Phase of Operation: UNKNOWN

Findings

1. REASON FOR OCCURRENCE UNDETERMINED

Factual Information

Pilot Information

Certificate:	Private	Age:	51, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	06/26/1982
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N85JK
Model/Series:	340A 340A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	340A0700
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	5995 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	TSIO520-NB
Registered Owner:	MELVYN J. GOODMAN	Rated Power:	310 hp
Operator:	MELVYN J. GOODMAN	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	CRG, 41 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	1250 EST	Direction from Accident Site:	5°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	0 Miles
Lowest Ceiling:	Overcast / 800 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	15 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	320°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	17° C / 16° C
Precipitation and Obscuration:			
Departure Point:	SAVANNAH, GA (SAV)	Type of Flight Plan Filed:	IFR
Destination:	FT. LAUDERDALE, FL (FLL)	Type of Clearance:	IFR
Departure Time:	1146 EST	Type of Airspace:	Class E

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	In-Flight
Ground Injuries:	N/A	Aircraft Explosion:	In-Flight
Total Injuries:	1 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/ .		

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](#).