



National Transportation Safety Board Aviation Accident Final Report

Location:	SANFORD, FL	Accident Number:	MIA88FA105
Date & Time:	02/11/1988, 2212 EST	Registration:	N6771Y
Aircraft:	CESSNA 425	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal, 1 Serious
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

THE FLT WAS CLEARED FOR A NIGHT ILS APCH & ADVISED THAT TWR AT DEST HAD CLOSED. TWR HAD RPTD AT CLOSING THAT FOG WAS FORMING & THE FLT WAS ADVISED OF THE FOG. THE ACFT WAS LOCATED ON A REMOTE PART OF THE ARPT THE NEXT MORNING. THE ELT HAD ACTIVATED BUT THE SIGNAL WAS WEAK DUE TO CRASH DAMAGE. PAX SAID THEY NEVER SAW RWY LIGHTS, ONLY TAXI LIGHTS, & THAT PLT ATMPD TO PERFORM A GO-AROUND. GEAR WAS RETRACTED & ACFT HIT LEVEL GRASSY AREA IN A NEAR LEVEL ATTITUDE. THE PLT WAS NOT WEARING A SHOULDER HARNESS. THE PAX CROUCHED IN THE AISLE NEXT TO THE PLT, HELPING HIM FIND THE RWY, NOT WEARING RESTRAINING BELTS. NO PUBLISHED APCH PLATE FOR ILS PROC FOR THAT RWY WAS FOUND IN ACFT. TOX REPORT REVEALED PLT HAD 3 MCG/ML DEXTROMETHORPHAN, AN INGREDIENT FOUND IN OVER COUNTER COLD REMEDIES. ACCORDING TO REPORT, LEVELS OF THAT SUBSTANCE IN BLOOD GREATER THAN 0.1 MCG/ML WAS SUFFICIENT TO CAUSE DROWINESS.

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: MISSED APPROACH (IFR)

Findings

1. (F) WEATHER CONDITION - FOG
2. (C) DECISION HEIGHT - DISREGARDED - PILOT IN COMMAND
3. (F) LIGHT CONDITION - NIGHT
4. METEOROLOGICAL SERVICES - NOT OPERATING
5. (C) MISSED APPROACH - IMPROPER - PILOT IN COMMAND
6. CONTROL TOWER - NOT OPERATING
7. (C) GEAR RETRACTION - PREMATURE - PILOT IN COMMAND
8. (C) IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
9. (F) IMPAIRMENT(DRUGS) - PILOT IN COMMAND
10. SHOULDER HARNESS - NOT USED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	63, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	09/11/1987
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	8750 hours (Total, all aircraft), 35 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N6771Y
Model/Series:	425 425	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	4250019
Landing Gear Type:	Retractable - Tricycle	Seats:	8
Date/Type of Last Inspection:	01/29/1988, AAIP	Certified Max Gross Wt.:	6800 lbs
Time Since Last Inspection:	5 Hours	Engines:	2 Turbo Prop
Airframe Total Time:	2269 Hours	Engine Manufacturer:	P&W
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	PT-6A-112
Registered Owner:	INTERSTATE FARMS	Rated Power:	450 hp
Operator:	INTERSTATE FARM	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	ORL, 113 ft msl	Distance from Accident Site:	15 Nautical Miles
Observation Time:	2150 EST	Direction from Accident Site:	205°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	1 Miles
Lowest Ceiling:	Broken / 3000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	ATLANTA, GA (FTY)	Type of Flight Plan Filed:	IFR
Destination:	(SFB)	Type of Clearance:	IFR
Departure Time:	2020 EST	Type of Airspace:	Class G

Airport Information

Airport:	SANFORD (SFB)	Runway Surface Type:	Asphalt
Airport Elevation:	55 ft	Runway Surface Condition:	Dry
Runway Used:	9	IFR Approach:	ILS
Runway Length/Width:	8000 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	RONALD W BIRD	Report Date:	11/16/1989
Additional Participating Persons:	WILLIAM S ROSS; WICHITA, KS JAMES J MORAN; W. PALM BEACH, 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 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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