



# National Transportation Safety Board Aviation Accident Final Report

---

<b>Location:</b>	SUMMERLAND KEY, FL	<b>Accident Number:</b>	MIA89GA144
<b>Date &amp; Time:</b>	05/02/1989, 2030 EDT	<b>Registration:</b>	N28889
<b>Aircraft:</b>	DOUGLAS C-47	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	2 Fatal
<b>Flight Conducted Under:</b>	Public Aircraft		

---

## Analysis

THE FLT (A MONROE COUNTY MOSQUITO CONTROL OPN) BEGAN AT ABOUT 1740 EDT TO CONDUCT LOW ALT SPRAYING. WHEN IT DID NOT RETURN, A SEARCH WAS INITIATED. AT ABOUT 0245, THE ACFT WAS FOUND IN A REMOTE AREA ON WATER KEY NEAR THE TOWN OF SUMMERLAND KEY, FL. EVIDENCE AT THE ACDNT SCENE SUGGESTED THE ACFT STRUCK 40 FT HIGH MANGROVE TREES WITH THE LEFT WING AS THE PLTS WERE MAKING A PROCEDURE TURN TO START ANOTHER SPRAY RUN. NO PREIMPACT FAILURE OR MALFUNCTION OF THE ACFT OR ENGS WAS FOUND. THERE WERE NO KNOWN WITNESSES, BUT THE ACDNT WAS ESTD TO HAVE OCCURRED AT ABOUT 2030 EDT. SUNSET WAS AT 1952 EDT. ABOUT 22 MI SW AT KEY WEST, THE 1750 WX WAS IN PART: 1500' SCAT, 10 MI VIS, WIND FROM 330 DEG AT 10 KTS. APRX 85 MI NNE, THE WIND WAS FROM 100 DEG AT 11 KTS.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE FAILURE OF THE PILOT-IN-COMMAND TO ASSURE PROPER ALTITUDE AND CLEARANCE WAS MAINTAINED ABOVE THE TERRAIN AND TREES. THE TREES AND LIGHT CONDITION AT DUSK WERE CONTRIBUTING FACTORS.

## Findings

---

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: MANEUVERING - AERIAL APPLICATION

### Findings

1. (F) LIGHT CONDITION - DUSK
2. (C) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
3. (F) OBJECT - TREE(S)
4. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

-----

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	52, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Multi-engine Sea; Single-engine Land; Single-engine Sea	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	03/03/1989
<b>Occupational Pilot:</b>	<b>Last Flight Review or Equivalent:</b>		
<b>Flight Time:</b>	8165 hours (Total, all aircraft), 1702 hours (Total, this make and model), 7141 hours (Pilot In Command, all aircraft), 3 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	DOUGLAS	<b>Registration:</b>	N28889
<b>Model/Series:</b>	C-47 C-47	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Transport	<b>Serial Number:</b>	20520
<b>Landing Gear Type:</b>	Retractable - Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	05/01/1989, Annual	<b>Certified Max Gross Wt.:</b>	26200 lbs
<b>Time Since Last Inspection:</b>	3 Hours	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	10317 Hours	<b>Engine Manufacturer:</b>	P&W
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	R-1830
<b>Registered Owner:</b>	MONROE CO.MOSQUITO CTROL.DIST.	<b>Rated Power:</b>	1200 hp
<b>Operator:</b>	MONROE CO.MOSQUITO CTROL.DIST.	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dusk
Observation Facility, Elevation:	TMB, 7 ft msl	Distance from Accident Site:	85 Nautical Miles
Observation Time:	1800 EDT	Direction from Accident Site:	20°
Lowest Cloud Condition:	Scattered / 1500 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	27° C / 21° C
Precipitation and Obscuration:			
Departure Point:	MARATHON, FL (MTH)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1740 EDT	Type of Airspace:	Class G

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	BRUCE J HILL	Report Date:	04/24/1990
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:pubinquiry@ntsb.gov">pubinquiry@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> .		

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](#).