



National Transportation Safety Board

Aviation Accident Final Report

Location:	CLEWISTON, FL	Accident Number:	MIA92FA067
Date & Time:	01/23/1992, 2022 EST	Registration:	N2714A
Aircraft:	CESSNA 402-C	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Scheduled		

Analysis

THE SCHEDULED PASSENGER FLIGHT DEPARTED WITHOUT A FLIGHT PLAN AND WAS LAST HEARD FROM WHILE DESCENDING IN ATTEMPT TO REMAIN IN VFR CONDITIONS. WITNESSES ON THE GROUND STATED THAT THERE WAS EXTREMELY HEAVY RAIN AND THUNDERSTORMS AT THE TIME OF THE ACCIDENT. THE WRECKAGE WAS LOCATED THE NEXT DAY AND EVIDENCE INDICATED THAT THE AIRPLANE HIT THE GROUND IN A 50 DEGREE NOSE DOWN ATTITUDE AT A HIGH RATE OF SPEED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: PILOT-IN-COMMAND'S IMPROPER INFLIGHT DECISION TO ATTEMPT TO DESCEND AND REMAIN IN VFR CONDITIONS IN AN AREA OF THUNDERSTORMS AND HEAVY RAIN. CONTRIBUTING TO THE ACCIDENT WAS THE PILOT-IN-COMMAND'S LOSS OF CONTROL IN FLIGHT.

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation: DESCENT - NORMAL

Findings

1. WEATHER CONDITION - THUNDERSTORM
2. (C) IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. WEATHER CONDITION - RAIN

Occurrence #2: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: DESCENT - NORMAL

Findings

4. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	44, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	09/10/1991
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	5500 hours (Total, all aircraft), 2250 hours (Total, this make and model), 5200 hours (Pilot In Command, all aircraft), 120 hours (Last 90 days, all aircraft), 40 hours (Last 30 days, all aircraft), 0.5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N2714A
Model/Series:	402-C 402-C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	0209
Landing Gear Type:	Retractable - Tricycle	Seats:	10
Date/Type of Last Inspection:	01/12/1992, Annual	Certified Max Gross Wt.:	6850 lbs
Time Since Last Inspection:	62 Hours	Engines:	2 Reciprocating
Airframe Total Time:	13708 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	TSIO 520-VB
Registered Owner:	ADILI BROTHERS INC.	Rated Power:	325 hp
Operator:	AIR SUNSHINE INC.	Operating Certificate(s) Held:	Commuter Air Carrier (135)
Operator Does Business As:		Operator Designator Code:	RSHA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	FMY, 23 ft msl	Distance from Accident Site:	37 Nautical Miles
Observation Time:	2005 EST	Direction from Accident Site:	290°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	7 Miles
Lowest Ceiling:	Broken / 4500 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:	20°C / 18°C
Precipitation and Obscuration:			
Departure Point:	FT. LAUDERDALE, FL (FLL)	Type of Flight Plan Filed:	None
Destination:	SARASOTA, FL (SRQ)	Type of Clearance:	Traffic Advisory
Departure Time:	2000 EST	Type of Airspace:	Class E; Class G

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	ANDREW A ALSTON	Report Date:	08/13/1993
Additional Participating Persons:	BILL WEAVER; FT. LAUDERDALE, FL DALE CARTER; MOBILE, AL GARY SHOEMAKER; WICHITA, KS BRIAN FINNEGAN; WICHITA, KS		
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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.ntsb.gov/pubdms/ .		

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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](#).