



National Transportation Safety Board Aviation Accident Final Report

Location:	MAYAGUEZ, PR	Accident Number:	MIA92MA131
Date & Time:	06/07/1992, 1434 AST	Registration:	N355CA
Aircraft:	CASA 212	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	5 Fatal

Flight Conducted Under: Part 135: Air Taxi & Commuter - Scheduled

Analysis

THE AIRPLANE CRASHED ON APCH 3/4 MI SW OF THE ARPT. A WITNESS HEARD SOUND HE ASSOCIATED WITH PROPS GOING INTO REVERSE, THEN OBSERVED AIRPLANE EMERGE FROM CLOUDS IN A NOSE-LOW ATTITUDE. CVR TAPE REVEALED SOUND OF AN ABRUPT CHANGE IN FREQ & AMPLITUDE 10 SECS PRIOR TO IMPACT. EXAM OF THE LEFT ENG BETA INDICATOR LAMP REVEALED HEAVY OXIDE DEPOSIT & STRETCHED COILS INDICATIVE OF THE LAMP BEING ILLUMINATED AT IMPACT; RIGHT ENG BETA LAMP WAS DESTROYED. POWER LEVERS AND (BETA MODE) TRIGGER LOCKS OPERATED NORMALLY; TRIGGER RETURN SPRINGS INTACT. FLIGHT IDLE STOPS SHOWED NO EVIDENCE OF EXCESSIVE WEAR OR DEFORMATION. THE POWER LEVER (BETA) BLOCKING DEVICE LOCKOUT SOLENOID WAS TESTED ELECTRICALLY AND FUNCTIONED NORMALLY. THE RIGGING OF THE BETA LOCKOUT DEVICE COULD NOT BE CHECKED DUE TO IMPACT DAMAGE. THE OPERATOR CONDUCTED A FUNCT TEST OF THE ELECTRICAL OR BACKUP BETA BLOCKING DEVICES ON THE REMAINING 8 CASA 212 AIRPLANES; 3 WERE FOUND TO BE INOPERATIVE. NEITHER THE MFGR NOR OPERATOR HAD AN INSPECTION OR FUNCT TEST REQUIREMENT FOR THE BLOCKING DEVICES.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE FAILURE OF THE BETA BLOCKING DEVICE FOR UNDETERMINED REASON(S), AND THE SECOND-PILOT'S INADVERTENT ACTIVATION OF THE POWER LEVER, OR LEVERS, AFT OF THE FLIGHT IDLE POSITION AND INTO THE BETA RANGE, RESULTING IN A LOSS OF AIRPLANE CONTROL.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: APPROACH

Findings

1. (C) THROTTLE/POWER LEVER - UNDETERMINED
2. (C) POWERPLANT CONTROLS - INADVERTENT ACTIVATION - COPILOT/SECOND PILOT

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Airline Transport; Commercial	Age:	31, 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:	Yes
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine	Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	05/26/1992
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	6634 hours (Total, all aircraft), 2634 hours (Total, this make and model), 3113 hours (Pilot In Command, all aircraft), 170 hours (Last 90 days, all aircraft), 71 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CASA	Registration:	N355CA
Model/Series:	212 212	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Transport	Serial Number:	234
Landing Gear Type:	Tricycle	Seats:	21
Date/Type of Last Inspection:	05/29/1992, Continuous Airworthiness	Certified Max Gross Wt.:	16427 lbs
Time Since Last Inspection:	41 Hours	Engines:	2 Turbo Prop
Airframe Total Time:	14135 Hours	Engine Manufacturer:	GARRETT
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	TPE331-10R-51
Registered Owner:	ISLAND INT LEASING INC.	Rated Power:	900 hp
Operator:	EXECUTIVE AIR CHARTER, INC.	Operating Certificate(s) Held:	Commuter Air Carrier (135)
Operator Does Business As:	AMERICAN EAGLE	Operator Designator Code:	TRBA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	EXK, 29 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	1415 AST	Direction from Accident Site:	60°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	2 Miles
Lowest Ceiling:	Overcast / 2000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	16 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-18°C / -18°C
Precipitation and Obscuration:			
Departure Point:	SAN JUAN, PR (TSJU)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	1357 AST	Type of Airspace:	Class E

Airport Information

Airport:	EUGENUIO MARIA DE HOSTO	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	VOR/DME
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	2 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	3 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	5 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Carrol A Smith	Report Date:	10/10/1995
Additional Participating Persons:	ELDON G ELAM; WASHINGTON, DC PAUL ENGEL; ARLINGTON, TX KARL F PFITZER; PHOENIX, AZ JOSE J MACHADO; SAN JUAN, PR		
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.nts.gov/pubdms/ .		

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