



# National Transportation Safety Board Aviation Accident Final Report

---

<b>Location:</b>	EVERGLADES CITY, FL	<b>Accident Number:</b>	MIA88FA001
<b>Date &amp; Time:</b>	10/02/1987, 0610 EDT	<b>Registration:</b>	N3RP
<b>Aircraft:</b>	PIPER PA-23-250	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	3 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

---

## Analysis

THE NON-INSTRUMENT RATED PLT ATTEMPTED A VFR FLT OVER THE EVERGLADES DURING THE HRS OF DARKNESS. THE ACFT CRASHED INTO A SWAMPY AREA AT A HIGH RATE OF SPEED WHILE IN A 90 DEGREE LEFT BANK. THE ACFT DISINTEGRATED ON IMPACT. A CONVECTIVE SIGMET WAS ISSUED ABOUT 25 MINUTES AFTER DEPARTURE. IT IS UNKNOWN WHETHER THE FLT RECEIVED THE SIGMET INFORMATION. AN EVERGLADES NATIONAL PARK RANGER PILOT, WHO ARRIVED ON THE SCENE AFTER THE ACCIDENT, STATED THAT THE AREA INTO WHICH THE FLT WAS OPERATING WAS DESOLATE, WITH NO GROUND LIGHTS & NO DISCERNABLE HORIZON DURING THE HRS OF DARKNESS. THE SURFACE WX OBSERVATION AT FORT MYERS, ABT 50 MILES NW OF THE ACCIDENT SITE, INDICATED 4,500 FOOT BROKEN CLOUDS AND 7 MILES VISIBILITY. WX SATELLITE PHOTOS INDICATED THUNDERSTORMS IN THE AREA WHERE THE ACCIDENT TOOK PLACE.

## Probable Cause and Findings

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

## Findings

---

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation: CRUISE - NORMAL

### Findings

1. (F) WEATHER CONDITION - THUNDERSTORM
2. (F) WEATHER CONDITION - TURBULENCE
3. (F) LIGHT CONDITION - DARK NIGHT
4. (C) WEATHER EVALUATION - POOR - PILOT IN COMMAND
5. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
6. (C) VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND

-----

Occurrence #2: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: CRUISE - NORMAL

### Findings

7. (C) BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
8. (C) SPIRAL - NOT CORRECTED - PILOT IN COMMAND
9. (F) SPATIAL DISORIENTATION - PILOT IN COMMAND

-----

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	48, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	11/13/1986
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1025 hours (Total, all aircraft), 240 hours (Total, this make and model), 950 hours (Pilot In Command, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N3RP
<b>Model/Series:</b>	PA-23-250 PA-23-250	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	27-4597
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	5200 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>		<b>Engine Model/Series:</b>	IO-540-C4B5
<b>Registered Owner:</b>	CM SQUARED, INC.	<b>Rated Power:</b>	250 hp
<b>Operator:</b>	APPLIED MECHANICAL SERVICES,	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	FMY, 18 ft msl	Distance from Accident Site:	50 Nautical Miles
Observation Time:	0550 EDT	Direction from Accident Site:	310°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	7 Miles
Lowest Ceiling:	Broken / 4500 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	10°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	22° C / 19° C
Precipitation and Obscuration:			
Departure Point:	FT. MYERS, FL (FMY)	Type of Flight Plan Filed:	None
Destination:	OPA LOCKA, FL (OPF)	Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class G

## Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	2 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 Fatal	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	RONALD W BIRD	Report Date:	05/16/1989
Additional Participating Persons:	JAMES FINNEN; MIAMI, FL WAYNE K GILES; VERO 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 <a href="mailto:pubinq@ntsb.gov">pubinq@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](#).