



National Transportation Safety Board Aviation Accident Final Report

Location:	MARATHON, FL	Accident Number:	MIA84LA128
Date & Time:	04/01/1984, 1930 EST	Registration:	N64110
Aircraft:	CESSNA 172	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	4 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE ACFT WAS MISSING AFTER DEPARTING ON A FLT FROM MARATON, FL TO EVERGLADES CITY, FL. SAR PERSONNEL FOUND THE BODIES OF THE PLT & 3 PAX, BUT THE ACFT WAS NOT FOUND. IT WAS PRESUMED TO HAVE BEEN DESTROYED DURING A CRASH IN THE GULF OF MEXICO.

Probable Cause and Findings

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

Findings

Occurrence #1: UNDETERMINED
Phase of Operation: UNKNOWN

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Factual Information

Pilot Information

Certificate:	Private	Age:	51, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	04/16/1982
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	911 hours (Total, all aircraft), 911 hours (Total, this make and model), 7 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N64110
Model/Series:	172 172	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	17265026
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	03/23/1984, Unknown	Certified Max Gross Wt.:	2300 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1164 Hours	Engine Manufacturer:	LYCOMING
ELT:		Engine Model/Series:	O-320-E2D
Registered Owner:	WADE DANIELS	Rated Power:	160 hp
Operator:	WADE DANIELS	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dusk
Observation Facility, Elevation:	FMY, 18 ft msl	Distance from Accident Site:	30 Nautical Miles
Observation Time:	1900 EST	Direction from Accident Site:	140°
Lowest Cloud Condition:	Scattered / 8000 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	26° C / 9° C
Precipitation and Obscuration:			
Departure Point:	MARATHON, FL (MTH)	Type of Flight Plan Filed:	None
Destination:	EVERGLADES CITY, FL (X01)	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:	3 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	EDWARD C BARO	Report Date:	
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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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](#).