



Aviation Investigation Final Report

Location:	RAINBOW LAKE, Florida	Accident Number:	MIA92FA051
Date & Time:	December 23, 1991, 11:31 Local	Registration:	N47506
Aircraft:	PIPER PA-34-200T	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PRIVATE PILOT AND A PILOT RATED PASSENGER WERE GOING TO PRACTICE SIMULATED INSTRUMENT FLIGHT. WITNESSES OBSERVED THE AIRPLANE'S RIGHT WING FAIL IN A DIVE AND CRASH. EXAMINATION OF THE WRECKAGE AND BODIES REVEALED THAT BOTH OCCUPANTS WERE PARTIALLY CLOTHED AND THE FRONT RIGHT SEAT WAS IN THE FULL AFT RECLINING POSITION. NEITHER BODY SHOWED EVIDENCE OF SEATBELTS OR SHOULDER HARNESSSES BEING WORN. EXAMINATION OF THE INDIVIDUALS' CLOTHING REVEALED NO EVIDENCE OF RIPPING OR DISTRESS TO THE ZIPPERS AND BELTS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT IN COMMAND'S IMPROPER INFLIGHT DECISION TO DIVERT HER ATTENTION TO OTHER ACTIVITIES NOT RELATED TO THE CONDUCT OF THE FLIGHT. CONTRIBUTING TO THE ACCIDENT WAS THE EXCEEDING OF THE DESIGN LIMITS OF THE AIRPLANE LEADING TO A WING FAILURE.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: CRUISE

Findings

1. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

2. (C) DIVERTED ATTENTION - PILOT IN COMMAND

Occurrence #2: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: DESCENT - EMERGENCY

Findings

3. WING - FAILURE, TOTAL

4. (F) DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Private	Age:	45,Female
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	July 11, 1990
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	470 hours (Total, all aircraft), 10 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N47506
Model/Series:	PA-34-200T PA-34-200T	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	7870001
Landing Gear Type:	Retractable - Tricycle	Seats:	7
Date/Type of Last Inspection:	January 2, 2000 Unknown	Certified Max Gross Wt.:	4750 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	TSIO-360-E
Registered Owner:	TRANS AIR DIRECT INC.	Rated Power:	200 Horsepower
Operator:	TRANS AIR DIRECT INC.	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	GNV ,28 ft msl	Distance from Accident Site:	41 Nautical Miles
Observation Time:	10:47 Local	Direction from Accident Site:	10°
Lowest Cloud Condition:	Scattered / 25000 ft AGL	Visibility	7 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	19°C / 13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Ocala , FL (OCF)	Type of Flight Plan Filed:	None
Destination:	WINTERHAVEN , FL (GIF)	Type of Clearance:	None
Departure Time:	10:45 Local	Type of Airspace:	Class E

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Alston, Andrew
Additional Participating Persons:	ERNEST WILSON; ORLANDO , FL
Original Publish Date:	May 5, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=32972

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).