



# National Transportation Safety Board Aviation Accident Final Report

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

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

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## 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

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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
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline Transport; Commercial	<b>Age:</b>	31, 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>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last Medical Exam:</b>	05/26/1992
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	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

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

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	EXK, 29 ft msl	Observation Time:	1415 AST
Distance from Accident Site:	1 Nautical Miles	Direction from Accident Site:	60°
Lowest Cloud Condition:	Unknown / 0 ft agl	Temperature/Dew Point:	-18° C / -18° C
Lowest Ceiling:	Overcast / 2000 ft agl	Visibility	2 Miles
Wind Speed/Gusts, Direction:	16 knots, 200°	Visibility (RVR):	0 ft
Altimeter Setting:	30 inches Hg	Visibility (RVV):	0 Miles
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	Adopted 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 <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> .		

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