



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	FORT LAUDERDALE, FL	<b>Accident Number:</b>	MIA94LA014
<b>Date &amp; Time:</b>	11/01/1993, 1544 EST	<b>Registration:</b>	N210TK
<b>Aircraft:</b>	CESSNA P210N	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor

**Flight Conducted Under:** Part 91: General Aviation - Ferry

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## Analysis

THE PILOT REPORTED AN ENGINE FAILURE DURING DESCENT AND EXECUTED A FORCED LANDING TO WATER. THE AIRPLANE SANK AND WAS NOT RECOVERED; THEREFORE, THE ENGINE AND THE AIRPLANE COULD NOT BE EXAMINED.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: An engine failure for undetermined causes over terrain unsuitable for a forced landing.

## Findings

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Occurrence #1: LOSS OF ENGINE POWER  
Phase of Operation: DESCENT - NORMAL

### Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

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Occurrence #2: FORCED LANDING  
Phase of Operation: DESCENT - EMERGENCY

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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: LANDING

### Findings

2. (F) TERRAIN CONDITION - WATER  
3. (F) TERRAIN CONDITION - NONE SUITABLE

## Factual Information

On November 1, 1993, about 1544 eastern standard time, N210TK, a Cessna P210-N, operated by Prop Jet International Inc., ditched off the beach in Fort Lauderdale, Florida after an engine failure on a 14 CFR 91 ferry flight. Visual meteorological conditions prevailed at the time and an IFR flight plan had been filed and activated. The airplane was not recovered and is presumed to be destroyed, and the pilot received minor injuries. The flight originated from Robert Owens International Airport, Grand Cayman, about 1400 the same day.

The pilot stated that while descending to 3,000 feet he added power to level off and the engine began to run rough and eventually quit. He then declared an emergency and executed a forced landing, ditching to the ocean. He exited the airplane after touchdown and inflated his PFD and raft. About 45 minutes later he was rescued by the U.S. Coast Guard. The airplane was not recovered from the water therefore the airplane and engine could not be examined.

## Pilot Information

<b>Certificate:</b>	Airline Transport; Commercial	<b>Age:</b>	42, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Front
<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>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	06/01/1993
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	8000 hours (Total, all aircraft), 60 hours (Total, this make and model), 60 hours (Last 90 days, all aircraft), 60 hours (Last 30 days, all aircraft), 18 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N210TK
Model/Series:	P210N P210N	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	00050
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	4000 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:		Engine Model/Series:	IO-520
Registered Owner:	STATIC UNLIMITED	Rated Power:	300 hp
Operator:	PROP JET INTL. INC.	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	FLL, 13 ft msl	Distance from Accident Site:	8 Nautical Miles
Observation Time:	1554 EST	Direction from Accident Site:	260°
Lowest Cloud Condition:	Scattered / 4000 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	13 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	10°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	20° C / 11° C
Precipitation and Obscuration:			
Departure Point:	GRAND CAYMAN, OF (MWCR)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	1400 EST	Type of Airspace:	Class E

## Wreckage and Impact Information

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

## Administrative Information

**Investigator In Charge (IIC):** ANDREW A ALSTON **Report Date:** 09/13/1994

**Additional Participating Persons:** TOM LAIRD; FT. LAUDERDALE, 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 [pubinq@ntsb.gov](mailto: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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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](#).