



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	W. PALM BEACH, FL	<b>Accident Number:</b>	MIA83LA151
<b>Date &amp; Time:</b>	06/01/1983, 1340 EDT	<b>Registration:</b>	N831PC
<b>Aircraft:</b>	PIPER PT 6A-28	<b>Injuries:</b>	3 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

## Analysis

WHILE ON AN OVER WATER FLT, BOTH ENGS LOST POWER & THE PLT DITCHED THE ACFT AT SEA. BEFORE DITCHING, THE PLT REPORTED THAT THE ACFT WAS OUT OF FUEL, THE ATC CONTROLLER CONTACTED A US COAST GUARD HELICOPTER THAT WAS ON HIS FREQUENCY & REQUESTED ASSISTANCE. THE HELICOPTER WAS FLOWN TO THE DITCHING AREA & THE DOWNED PERSONNEL WERE RESCUED.

## Probable Cause

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

## Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL  
Phase of Operation: CRUISE

### Findings

1. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. (C) FLUID - EXHAUSTION
3. (C) FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
4. AIRCRAFT PERFORMANCE, TWO OR MORE ENGINES - INOPERATIVE

-----

Occurrence #2: FORCED LANDING

Phase of Operation: LANDING

-----

Occurrence #3: DITCHING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

## Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Instructor	<b>Age:</b>	33
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>		<b>Instructor Rating(s):</b>	Airplane Single-engine; Instrument Airplane
<b>Flight Time:</b>	6239 hours (Total, all aircraft), 1300 hours (Total, this make and model), 6119 hours (Pilot In Command, all aircraft), 88 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N831PC
<b>Model/Series:</b>	PT 6A-28 PT 6A-28	<b>Engines:</b>	2 Turbo Prop
<b>Operator:</b>	GEE AND JENSON, INC.	<b>Engine Manufacturer:</b>	P&W
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	PT6A-28
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	PBI, 16 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Broken / 3000 ft agl	<b>Wind Speed/Gusts, Direction:</b>	5 knots / , 250°
<b>Temperature:</b>	29° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	ELEUTHERA ISL. (MYER)	<b>Destination:</b>	W. PALM BEACH, FL (PBI)

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>	2 Minor	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

<b>Investigator In Charge (IIC):</b>	LUIS CARMONA	<b>Adopted Date:</b>	
<b>Investigation Docket:</b>	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:pubin@ntsb.gov">pubin@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.