



National Transportation Safety Board Aviation Accident Final Report

Location:	OCEAN CITY, MD	Accident Number:	ATL83FA049
Date & Time:	12/02/1982, 0000 EST	Registration:	N5284P
Aircraft:	PIPER PA-24-250	Aircraft Damage:	Unknown
Defining Event:		Injuries:	2 Fatal

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE PILOT AND PASSENGER BODIES WERE RECOVERED FROM THE ATLANTIC OCEAN NEAR OCEAN CITY, MD. BOTH PERSONS HAD DIED OF DROWNING WITHOUT SERIOUS TRAUMATIC INJURIES. THE AIRCRAFT WAS NOT RECOVERED. LOW CEILINGS AND VISIBILITIES WERE REPORTED IN THE AREA THROUGHOUT THE DAY AND EVENING. ACCORDING TO A MEDICAL EXAMINER'S ESTIMATE, THE OCCUPANTS HAD BEEN IN THE WATER ABOUT SIX HOURS WHEN THEY WERE FOUND AT 2314 EST. THE PILOT WAS NOT INSTRUMENT RATED AND THE AIRCRAFT WAS NOT EQUIPPED FOR INSTRUMENT FLIGHT.

Probable Cause and Findings

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

Findings

Occurrence #1: MISSING AIRCRAFT
Phase of Operation: UNKNOWN

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - FOG

Factual Information

Pilot Information

Certificate:	Commercial	Age:	50, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	12/10/1981
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1000 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N5284P
Model/Series:	PA-24-250 PA-24-250	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	24-323
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:	10 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3700 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	O-540-A1A5
Registered Owner:	HORNBACK, MARVIN H.	Rated Power:	250 hp
Operator:	THAYER, WILLIAM H.	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Not Reported
Observation Facility, Elevation:	SBY, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1755	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	0 Miles
Lowest Ceiling:	Obscured / 200 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	55° C / 0° C
Precipitation and Obscuration:			
Departure Point:	SHIPPENVILLE, PA (11D)	Type of Flight Plan Filed:	None
Destination:	LEONARDTOWN, MD (2W6)	Type of Clearance:	None
Departure Time:	1100	Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Unknown
Passenger Injuries:	1 Fatal	Aircraft Fire:	Unknown
Ground Injuries:	N/A	Aircraft Explosion:	Unknown
Total Injuries:	2 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Report Date:	12/02/1983
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 pubinquiry@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](#).