



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	OCEAN CITY, MD	<b>Accident Number:</b>	ATL83FA049
<b>Date &amp; Time:</b>	12/02/1982, 0000 EST	<b>Registration:</b>	N5284P
<b>Aircraft:</b>	PIPER PA-24-250	<b>Injuries:</b>	2 Fatal
<b>Flight Conducted Under:</b>	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

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

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	50
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>		<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	1000 hours (Total, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N5284P
<b>Model/Series:</b>	PA-24-250 PA-24-250	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	THAYER, WILLIAM H.	<b>Engine Manufacturer:</b>	LYCOMING
<b>Operating Certificate(s) Held:</b>		<b>Engine Model/Series:</b>	O-540-A1A5
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Instrument Conditions	<b>Condition of Light:</b>	Not Reported
<b>Observation Facility, Elevation:</b>	SBY, 0 ft msl	<b>Weather Information Source:</b>	Unknown
<b>Lowest Ceiling:</b>	Obscured / 200 ft agl	<b>Wind Speed/Gusts, Direction:</b>	Calm / ,
<b>Temperature:</b>	55° C	<b>Visibility</b>	0 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	SHIPPENVILLE, PA (11D)	<b>Destination:</b>	LEONARDTOWN, MD (2W6)

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Fatal	<b>Aircraft Damage:</b>	Unknown
<b>Passenger Injuries:</b>	1 Fatal	<b>Aircraft Fire:</b>	Unknown
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	Unknown
<b>Latitude, Longitude:</b>			

## Administrative Information

<b>Investigator In Charge (IIC):</b>	<b>Adopted Date:</b> 12/02/1983
<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:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.ntsbt.gov/pubdms/">http://dms.ntsbt.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.