



# National Transportation Safety Board Aviation Accident Final Report

<b>Location:</b>	MISSING ACFT, AO	<b>Accident Number:</b>	MIA83FA017
<b>Date &amp; Time:</b>	10/20/1982, 0000 AST	<b>Registration:</b>	N777AA
<b>Aircraft:</b>	PIPER PA-31	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	8 Fatal
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

## Analysis

THE FLT DEPARTED ANGUILLA AT 0803 AST. AT 0805 THE PLT RADIOED ST. MAARTEN & FILED A VFR FLT PLAN TO ST. THOMAS. THE FLT PLAN SHOWED A DIRECT ROUTE OF FLT AT 4,500 FT MSL WITH A TIME ENROUTE OF 45 MIN. THE FLT FAILED TO ARRIVE AT THE DESTINATION. SEARCH EFFORTS WERE SUSPENDED ON 10/23/82 WITH NEGATIVE RESULTS. PLTS FLYING IN THE AREA ON THE ACCIDENT DATE REPORTED THAT AT 0920 THERE WAS A LINE OF THUNDERSTORMS EXTENDING NW FROM ST. MAARTEN TO THE ANTIGUA AREA. THE LINE OF THUNDERSTORMS HAD A BASE AS LOW AS 1,000 FT WITH CONTINUOUS HEAVY RAIN BELOW. THE ACFT DAMAGE & INJURIES ARE PRESUMED.

## 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

## Factual Information

### Pilot Information

Certificate:	Commercial	Age:	33, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	06/28/1982
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	6500 hours (Total, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N777AA
Model/Series:	PA-31 PA-31	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	31-668
Landing Gear Type:	Retractable - Tricycle	Seats:	8
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	6500 lbs
Time Since Last Inspection:	55 Hours	Engines:	2 Reciprocating
Airframe Total Time:	4665 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	TIO-540
Registered Owner:	CARIB AIR SERVICE, INC.	Rated Power:	310 hp
Operator:	CARIB AIR SERVICE, INC.	Operating Certificate(s) Held:	On-demand Air Taxi (135)

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Unknown	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	0 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	/ 0° C
Precipitation and Obscuration:			
Departure Point:	ANGUILLA, B.V.I	Type of Flight Plan Filed:	VFR
Destination:	ST. THOMAS, U.S	Type of Clearance:	None
Departure Time:	0803	Type of Airspace:	

## Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	7 Fatal	Aircraft Fire:	Unknown
Ground Injuries:	N/A	Aircraft Explosion:	Unknown
Total Injuries:	8 Fatal	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	Report Date:	10/20/1983
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 <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@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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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](#).