



# National Transportation Safety Board Aviation Accident Final Report

<b>Location:</b>	ATLANTIC OCEAN, AO	<b>Accident Number:</b>	MIA85LA070
<b>Date &amp; Time:</b>	12/29/1984, 1315 EST	<b>Registration:</b>	N801BR
<b>Aircraft:</b>	PIPER PA-31	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

## Analysis

ABOUT 5 HRS & 10 MINS AFTER DEPARTURE, BOTH ENGS FAILED DUE TO FUEL EXHAUSTION AT 11,000 FT APRX 40 MILES FROM HAITI. ACCORDING TO THE PLT, THE ACFT WAS USING MORE FUEL THAN NORMAL AND THE DESTN WAS CHANGED ACCORDINGLY. A SHORT TIME AFTER INITIATING THE DIVERT, BOTH ENGS QUIT.

## Probable Cause and Findings

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 - NORMAL

### Findings

1. (C) FUEL CONSUMPTION CALCULATIONS - INADEQUATE - PILOT IN COMMAND
2. (F) DELAYED - PILOT IN COMMAND
3. INITIATED - PILOT IN COMMAND
4. (C) FLUID,FUEL - EXHAUSTION

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

Occurrence #3: DITCHING  
Phase of Operation: LANDING - ROLL

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	30, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<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>	10/09/1984
<b>Occupational Pilot:</b>	<b>Last Flight Review or Equivalent:</b>		
<b>Flight Time:</b>	4310 hours (Total, all aircraft), 235 hours (Total, this make and model), 4110 hours (Pilot In Command, all aircraft), 85 hours (Last 90 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N801BR
<b>Model/Series:</b>	PA-31 PA-31	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	31-241
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	12/22/1983, Annual	<b>Certified Max Gross Wt.:</b>	6500 lbs
<b>Time Since Last Inspection:</b>	220 Hours	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	7357 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-540-M1A5
<b>Registered Owner:</b>	READY AIR, INC.	<b>Rated Power:</b>	310 hp
<b>Operator:</b>	READY AIR, INC.	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1300	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 6000 ft agl	Visibility	15 Miles
Lowest Ceiling:	Broken / 6000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	15 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	27° C
Precipitation and Obscuration:			
Departure Point:	SARASOTA, FL (SRQ)	Type of Flight Plan Filed:	IFR
Destination:	PORT AU PRINCE, OF (MTPP)	Type of Clearance:	IFR
Departure Time:	0805 EST	Type of Airspace:	Class E

## Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	BRUCE J HILL	Report Date:	
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:pubinq@ntsb.gov">pubinq@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](#).