



Aviation Investigation Final Report

Location:	BARBERS POINT, Hawaii	Accident Number:	LAX84LA360
Date & Time:	June 19, 1984, 22:47 Local	Registration:	DQFDN
Aircraft:	CESSNA 206	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Ferry		

Analysis

THE PLT STATED HE GOT OFF COURSE DURING THE FLT BECAUSE OF A FAULTY ADF. RADAR CONTACT WAS ESTABLISHED AND THE ACFT WAS BEING ESCORTED INTO HONOLULU WHEN FUEL EXHAUSTION OCCURRED. THE ACFT WAS DITCHED APRX 10 MILES SOUTHWEST OF BARBERS POINT NAS AND THE PLT WAS RESCUED BY THE COAST GUARD.

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

Findings

1. (F) COMM/NAV EQUIPMENT, COMPASS RECEIVER - ERRATIC
2. (C) BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
3. (C) FLUID, FUEL - EXHAUSTION

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

Occurrence #3: DITCHING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

4. (F) LIGHT CONDITION - DARK NIGHT

5. (F) TERRAIN CONDITION - WATER,ROUGH

Factual Information

Pilot Information

Certificate:	Airline transport	Age:	41, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	December 5, 1983
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	12131 hours (Total, all aircraft), 1500 hours (Total, this make and model), 10163 hours (Pilot In Command, all aircraft), 315 hours (Last 90 days, all aircraft), 60 hours (Last 30 days, all aircraft), 22 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	DQFDN
Model/Series:	206 206	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	5660
Landing Gear Type:	Retractable - Tricycle	Seats:	2
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	4600 lbs
Time Since Last Inspection:	485 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	485 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	TSIO-520-M
Registered Owner:	PACIFIC ENERGY & MINERALS LTD	Rated Power:	300 Horsepower
Operator:		Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night/dark
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	45°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	25°C / 10°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	PAGO PAGO,SAMOA, OF (NSTU)	Type of Flight Plan Filed:	IFR
Destination:	HONOLULU , HI (HNL)	Type of Clearance:	None
Departure Time:	11:06 Local	Type of Airspace:	Class G

Airport Information

Airport:	BARBERS PT	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Destroyed
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Funk ii, M
Additional Participating Persons:	F. NAKAMURA; HONOLULU , HI
Original Publish Date:	
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=24317

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).