



Aviation Investigation Final Report

Location:	GUAYAMA, Puerto Rico	Accident Number:	MIA84LA098
Date & Time:	March 7, 1984, 23:30 Local	Registration:	N2610X
Aircraft:	CESSNA 206	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT HAD PURCHASED THE ACFT ABOUT 2 WKS PRIOR TO THE ACCIDENT. AFTER CLIMBING ON TOP FOR A X-COUNTRY FLT, HE LOST RADIO COMMUNICATION. HE ELECTED TO CONTINUE ON THE FLT & MAKE POSITION REPORTS IN THE BLIND. THE PLT REPORTED THAT HE ENCOUNTERED HEADWINDS. LATER, HE REPORTEDLY SMELLED FUEL, THEN THE ENG BEGAN TO SPUTTER. HE DIVERTED TOWARD PUERTO RICO, BUT THE ENG LOST POWER. HE DITCHED THE ACFT ABOUT 2 MI FROM PUNTA POZUELO PENINSULA, PUERTO RICO, ABOUT 5 HRS AFTER TAKING OFF. ACCORDING TO THE OWNER'S MANUAL, MAX ENDURANCE AT 65% POWER WAS 5.1 HRS.

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. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. (F) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
3. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
4. (C) FLUID,FUEL - EXHAUSTION

5. (C) FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2: FORCED LANDING

Phase of Operation: LANDING

Occurrence #3: DITCHING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Factual Information

Pilot Information

Certificate:	Airline transport; Commercial	Age:	35, 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):	None	Toxicology Performed:	No
Medical Certification:	None Valid Medical—no waivers/lim.	Last FAA Medical Exam:	October 23, 1984
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	3300 hours (Total, all aircraft), 68 hours (Total, this make and model), 3060 hours (Pilot In Command, all aircraft), 60 hours (Last 90 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N2610X
Model/Series:	206 206	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	P206-0110
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	100 hour	Certified Max Gross Wt.:	2475 lbs
Time Since Last Inspection:	60 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2590 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	I0-520-A
Registered Owner:	GERRY K. KING	Rated Power:	285 Horsepower
Operator:	FRANK CHUKES	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:	SJU ,10 ft msl	Distance from Accident Site:	60 Nautical Miles
Observation Time:	17:53 Local	Direction from Accident Site:	175°
Lowest Cloud Condition:	Scattered / 3000 ft AGL	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	27°C / 19°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	MONT.BAY , OF (MKJS)	Type of Flight Plan Filed:	IFR
Destination:	(STX)	Type of Clearance:	IFR
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Destroyed
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): Baro, Edward

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=31090>

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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](#).