



# Aviation Investigation Final Report

<b>Location:</b>	MIAMI, Florida	<b>Accident Number:</b>	MIA86LA145
<b>Date &amp; Time:</b>	May 3, 1986, 15:01 Local	<b>Registration:</b>	N246G
<b>Aircraft:</b>	PIPER 601P	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	3 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

NEARING COMPLETION OF AN INTERNATIONAL FLT OF NEARLY 5 HRS DURATION, THE FLT ADVISED ATC THEY WERE LOW ON FUEL & WOULD LIKE VECTORS TO THE NEAREST ARPT. THE FLT WAS UNABLE TO MAKE THE ARPT & A FORCED LDG WAS MADE IN THE EVERGLADES APRX 6 MI FROM THE ARPT. AN EXAM OF THE FUEL LINES TO THE ENG SERVOS REVEALED NO FUEL PRESENT. APRX 55 GALS OF 100LL FUEL, BLUE IN COLOR WAS FOUND IN THE ACFT FUEL TANKS. GREEN FUEL, 100/130 OCT WAS FOUND IN THE FUEL SUMP THE LOWEST POINT IN THE SYSTEM. FUEL DISTRIBUTORS IN SAN SALVADOR ADVISED THAT ONLY 100/130, GREEN FUEL, IS AVAILABLE THERE. A SECURITY GUARD REPORTED AN AIRBOAT WAS NEAR THE ACFT DURING THE NIGHT AFTER THE ACCIDENT. THE PLT DEPARTED WITH APPROX 209 GALS OF FUEL AND WOULD HAVE BEEN AT OR NEAR FUEL EXHAUSTION AFTER 5 FLT 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(PARTIAL) - NONMECHANICAL  
Phase of Operation: DESCENT - NORMAL

Findings

1. FLUID,FUEL - EXHAUSTION
2. (C) FUEL SUPPLY - EXCEEDED - PILOT IN COMMAND
3. (C) PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
4. (F) IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
5. (F) FUEL CONSUMPTION CALCULATIONS - IMPROPER - PILOT IN COMMAND
6. (C) REFUELING - NOT PERFORMED - PILOT IN COMMAND

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Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

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Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - FLARE/TOUCHDOWN

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	46, Male
<b>Airplane Rating(s):</b>	Single-engine sea; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<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 2 Valid Medical--w/ waivers/lim	<b>Last FAA Medical Exam:</b>	July 12, 1985
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	3298 hours (Total, all aircraft), 310 hours (Total, this make and model), 3196 hours (Pilot In Command, all aircraft), 57 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N246G
<b>Model/Series:</b>	601P 601P	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	61P0351107
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	November 1, 1985 Annual	<b>Certified Max Gross Wt.:</b>	5700 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	2000 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	IO-540-S1A5
<b>Registered Owner:</b>	METRO EGIDA LTD.	<b>Rated Power:</b>	290 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	TMB, 9 ft msl	<b>Distance from Accident Site:</b>	6 Nautical Miles
<b>Observation Time:</b>	15:12 Local	<b>Direction from Accident Site:</b>	130°
<b>Lowest Cloud Condition:</b>	Scattered / 2500 ft AGL	<b>Visibility</b>	8 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	6 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	340°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	31°C / 20°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	SAN SALVADOR , OF (MSSS)	<b>Type of Flight Plan Filed:</b>	IFR
<b>Destination:</b>	MIAMI , FL (OPF)	<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>	00:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>	0 ft msl	<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	0 ft / 0 ft	<b>VFR Approach/Landing:</b>	Forced landing

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	2 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	3 None	<b>Latitude, Longitude:</b>	25.710468,-80.57975(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Bird, Ronald
<b>Additional Participating Persons:</b>	JORGE A PRELLEZO; MIAMI , FL
<b>Original Publish Date:</b>	
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=31621">https://data.nts.gov/Docket?ProjectID=31621</a>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).