



Aviation Investigation Final Report

Location:	ST. PETERSBURG, Florida	Accident Number:	MIA96LA085
Date & Time:	February 21, 1996, 10:15 Local	Registration:	N8740Y
Aircraft:	Piper PA-30-160	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot stated that while on final approach during an ILS approach he became distracted by the passenger and the airplane collided with water.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's failure to maintain the glide slope and becoming distracted by a passenger.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: APPROACH

Findings

1. (C) IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
2. (C) DIVERTED ATTENTION - PILOT IN COMMAND
3. TERRAIN CONDITION - WATER

Factual Information

On February 21, 1996, about 1015 eastern standard time, a Piper PA-30, N8740Y, registered to a private owner crashed into Tampa Bay while on approach for the St. Petersburg/Clearwater International Airport, St. Petersburg, Florida. Instrument meteorological conditions prevailed at the time and an IFR flight plan was filed for the 14 CFR Part 91 personal flight. The commercial-rated pilot and one passenger received minor injuries and the airplane was substantially damaged. The flight had originated from Foley, Alabama, about 0700, the same day.

The pilot had requested and received clearance for the ILS approach into the St. Petersburg International Airport due to adverse weather. While on final approach the airplane crashed into Tampa Bay. The pilot stated that his attention was distracted by the passenger.

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	25, 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:	August 16, 1995
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	2890 hours (Total, all aircraft), 6 hours (Total, this make and model), 2860 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N8740Y
Model/Series:	PA-30-160 PA-30-160	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	30-1894
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-320
Registered Owner:	FLOYD D. PAINTER	Rated Power:	160 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Day
Observation Facility, Elevation:	PIE ,11 ft msl	Distance from Accident Site:	
Observation Time:	10:30 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 400 ft AGL	Visibility	3 miles
Lowest Ceiling:	Broken / 1400 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	70°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	22°C / 21°C
Precipitation and Obscuration:	N/A - None - Fog		
Departure Point:	FOLEY , AL (5R4)	Type of Flight Plan Filed:	IFR
Destination:	NEW PORT RICHEY, FL (X41)	Type of Clearance:	IFR
Departure Time:	07:00 Local	Type of Airspace:	

Airport Information

Airport:	ST. PETERSBURG PIE	Runway Surface Type:	Asphalt
Airport Elevation:	11 ft msl	Runway Surface Condition:	Dry
Runway Used:	17L	IFR Approach:	ILS
Runway Length/Width:	8500 ft / 150 ft	VFR Approach/Landing:	Straight-in

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	27.820482,-82.800285(est)

Administrative Information

Investigator In Charge (IIC):	Alston, Andrew
Additional Participating Persons:	CARL F COLEMAN; ORLANDO , FL
Original Publish Date:	June 22, 1996
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=37983

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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](#).