



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	500 NM E, HONOLULU, HI	<b>Accident Number:</b>	LAX83FA055
<b>Date &amp; Time:</b>	12/09/1982, 0228 PST	<b>Registration:</b>	N74957
<b>Aircraft:</b>	PIPER PA-31-350	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	2 Fatal

**Flight Conducted Under:** Part 91: General Aviation - Ferry

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## Analysis

THE ACFT DEPARTED OAKLAND, CA AT 1733 PST ON A NIGHT FLIGHT TO HONOLULU, HI. THE FLT PROCEEDED WITHOUT INCIDENT UNTIL APRX 0050 PST WHEN THE PLT ADVISED THAT THE LEFT ENG WAS SLOWLY LOSING OIL PRESSURE. AT THAT TIME, THE ACFT WAS AT AN ALT OF 6000 FT. AT 0205, THE PLT REPORTED HE SHUT DOWN THE ENG & WAS UNABLE TO MAINTAIN 6000 FT. A DESCENT WAS STARTED. IN HIS LAST TRANSMISSION AT 0228 PST, THE PLT REPORTED THAT HE WAS AT 500 FT, BARELY MAINTAINING ALT. RADIO CONTACT WAS LOST WHEN THE ACFT WAS APRX 500 MI EAST OF HONOLULU. AT 1559, THE CREW OF A SEARCH ACFT SIGHTED FLOATING DEBRIS & 1 BODY FLOATING IN THAT AREA. A MARKER BUOY WAS DEPLOYED, BUT NO RECOVERY WAS ACCOMPLISH. THE ACFT WAS PRESUMED TO HAVE BEEN DESTROYED & BOTH OCCUPANTS WERE PRESUMED TO HAVE BEEN FATALLY INJURED. THE ACFT CRASHED IN MODERATE SEA CONDITIONS WITH WAVES HEIGHTS ESTIMATED AT 3 TO 5 FT.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

## Findings

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Occurrence #1: LOSS OF ENGINE POWER

Phase of Operation: CRUISE

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED
2. (F) FLUID,OIL - PRESSURE TOO LOW
3. PROPELLER FEATHERING - INTENTIONAL - PILOT IN COMMAND

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Occurrence #2: DITCHING

Phase of Operation: LANDING

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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

4. (F) LIGHT CONDITION - NIGHT
5. (F) TERRAIN CONDITION - WATER,ROUGH

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	45, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>		<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>	
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	04/04/1982
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	6000 hours (Total, all aircraft), 100 hours (Total, this make and model), 10 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N74957
<b>Model/Series:</b>	PA-31-350 PA-31-350	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	7305106
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	7045 lbs
<b>Time Since Last Inspection:</b>	0 Hours	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	5093 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	LT10-540-J2BD
<b>Registered Owner:</b>	BRENT'S INTERNATIONAL, INC.	<b>Rated Power:</b>	350 hp
<b>Operator:</b>	BRENT'S INTERNATIONAL, INC.	<b>Operating Certificate(s) Held:</b>	

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Not Reported
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	20 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	320°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	70° C / 0° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	OAKLAND, CA (OAK)	Type of Flight Plan Filed:	IFR
Destination:	HONOLULU, HI (HNL)	Type of Clearance:	
Departure Time:	1733	Type of Airspace:	

## Wreckage and Impact Information

Crew Injuries:	2 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	Unknown
Ground Injuries:	N/A	Aircraft Explosion:	Unknown
Total Injuries:	2 Fatal	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	Report Date:	12/09/1983
Additional Participating Persons:		
Publish Date:	02/02/2016	
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:pubinquiry@ntsb.gov">pubinquiry@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> .	

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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](#).