



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	FLORIDA CITY, FL	<b>Accident Number:</b>	MIA86FA095
<b>Date &amp; Time:</b>	03/14/1986, 0000 EST	<b>Registration:</b>	N49984
<b>Aircraft:</b>	PIPER PA-31-350	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Fatal

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

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## Analysis

THE ACFT TOUCHED DOWN ON THE TOP OF A FLOOD CONTROL DIKE APPROX 12 FT WIDE. THE ACFT CONTINUED FOR ABOUT 1336 FT BEFORE THE LEFT WHEEL SLID OFF THE DIKE WHERE THE DIKE MAKES A SLIGHT CURVE TO THE RIGHT. THE LEFT GEAR WAS TORN FROM THE ACFT AS IT LEFT THE DIKE. THE LEFT WING STRUCK SOME HEAVY BRUSH WHICH ROTATED THE AIRCRAFT 180 DEGS. THE NOSE GEAR WAS TORN FROM THE ACFT & THE RIGHT GEAR COLLAPSED DURING THE CRASH SEQUENCE. AN EXAM OF THE ACFT REVEALED ALL CABIN SEATS HAD BEEN REMOVED AND THE AIRCRAFT WAS GUTTED BY FIRE. THE ACFT'S FUEL CAPS WERE LOCATED ON THE GROUND NEXT TO THE ACFT. AN UNIDENTIFIED BODY WAS FOUND ABOUT 835 FT NORTH OF THE ACFT. NO ONE HAS CLAIMED OWNERSHIP OF THE ACFT AND THE ADDRESS OF THE REGISTERED OWNER IS NON-EXISTENT.

## 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: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: LANDING - ROLL

### Findings

1. (C) PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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Occurrence #2: MAIN GEAR COLLAPSED  
Phase of Operation: LANDING - ROLL

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Occurrence #3: NOSE GEAR COLLAPSED  
Phase of Operation: LANDING - ROLL

## Factual Information

### Pilot Information

<b>Certificate:</b>		<b>Age:</b>	
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Unknown Unknown	<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>			

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N49984
<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>	Normal	<b>Serial Number:</b>	31-7552074
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	8
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	6500 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>		<b>Engine Model/Series:</b>	TIO-540-F2B2
<b>Registered Owner:</b>		<b>Rated Power:</b>	325 hp
<b>Operator:</b>	JAMES W. COOPER	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Unknown	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	0 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	UNKNOWN	Type of Flight Plan Filed:	Unknown
Destination:	UNKNOWN	Type of Clearance:	
Departure Time:	0000	Type of Airspace:	Class G

## Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Total Injuries:	1 Fatal	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	RONALD W BIRD	Report Date:	
Additional Participating Persons:	AL SCHNEIDER; MIAMI, FL WAYNE K GILES; VERO BEACH, FL		
Publish Date:			
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:pubinq@ntsb.gov">pubinq@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](#).