		NTSB ID: CHI08FAMS2		Aircraft Registration Number: N60842	
		Occurrence Date: 02/21/2008		Most Critical Injury: Fatal	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place Vik		State	Zip Code	Local Time 1139	Time Zone UTC
Airport Proximity: Off Airport/Airstrip		Distance From Landing Facility:			
Aircraft Information Summary					
Aircraft Manufacturer PIPER AIRCRAFT INC		Model/Series PA-28-161		Type of Aircraft Airplane	
Revenue Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:					
HISTORY OF FLIGHT					
<p>On February 21, 2008, about 1139 coordinated universal time, a Piper PA-28-161, N60842, was presumed to have sustained substantial damage when the pilot ditched in the Atlantic Ocean, approximately 120 miles to the southeast of Vik, Iceland. The pilot was presumed to be fatally injured. About 0930, the 14 CFR Part 91 ferry flight departed Reykjavik Airport (BIRK), near Reykjavik, Iceland, and was destined for Wick Airport (EGPC), near Wick, United Kingdom.</p> <p>The purpose of the flight was to ferry the airplane from the United States to a customer in Germany. According to a ferry company representative, the Piper and another airplane, a Cessna, had flown to BIRK. The Cessna departed the next day for its destination. The representative stated that the Piper's pilot was advised to delay departure until icing conditions had moved from the route of flight. The Piper remained at BIRK for three days. The representative said that the pilot elected to depart for EGPC on the day of the accident. The pilot reportedly encountered icing and a loss of engine power. About 1139, an emergency locator transmitter signal associated with the accident airplane was detected by a satellite in the area. Search and rescue operations did not locate the airplane or pilot.</p>					
PERSONNEL INFORMATION					
<p>The pilot held an airline transport pilot certificate with ratings for multi-engine land airplanes with commercial privileges for single engine land airplanes. The pilot was type rated in Boeing 707, Boeing 720, and Lockheed L-1011 series aircraft. The pilot also held a flight engineer certificate for turbojet-powered airplanes. According to the ferry company's accident report, the pilot had accumulated 5,600 hours of flight time in single-engine airplanes.</p> <p>The pilot's second class medical certificate was issued on May 23, 2007, with the limitation, "Must wear corrective lenses." The pilot reported accumulating 26,860 hours of total flight experience as of the date of his medical certificate and 300 hours within the prior six months.</p>					
AIRCRAFT INFORMATION					
<p>N60842 was a 2008, Piper PA-28-161, Warrior III, single-engine, low-wing airplane with serial number 2842303. Its engine was a 160-horsepower Lycoming O-320-D3G engine, serial number L-20271-39E. Its propeller was a fixed-pitch, Sensenich 74DM6-0-60 model. The airplane had a useable fuel capacity of 48 gallons. Field approval documents indicated that the front passenger seat and rear seats were removed and two ferry fuel tanks were installed. Approved operating limitations allowed the airplane to be operated overweight for the ferry flight. According to</p>					
FACTUAL REPORT - AVIATION					
Page 1					

National Transportation Safety Board

FACTUAL REPORT

AVIATION

NTSB ID: CHI08FAMS2

Occurrence Date: 02/21/2008

Occurrence Type: Accident

Narrative (Continued)

airplane manufacturer's information, the airplane's maximum takeoff weight was 2,440 lbs and the operating limitations for the ferry flight indicated that the airplane could not exceed a weight of 2,557 lbs. The ferry company's accident report indicated that the airplane had accumulated an estimated 30 hours of total flight time.

METEOROLOGICAL INFORMATION

According to the Icelandic Accredited Representative, the pilot was handed a weather briefing by a dispatcher during the pilot's preflight weather briefing. The briefing included the significant low level weather chart indicating icing from 7,000 above mean sea level.


COMMUNICATIONS


According to a timeline provided by the Icelandic Accredited Representative, about 1112, the pilot of N225PB, who was flying in the area, advised air traffic control (ATC) that he had a message to relay from the Piper. The pilot of N225PB was tuned into 123.45 mega hertz and was relaying information from the Piper who was transmitting on that frequency. About 1113, N225PB said that the Piper's pilot reported that the Piper was at 11,000 feet above mean sea level (flight level), had passed RATSU intersection, and the flight's operation was normal. The Piper was unable to contact Scottish or Reykjavik Oceanic air traffic control. About 1115, N225PB relayed that the Piper advised the airplane was in heavy icing and was descending. About 11:17:06, ATC received the relayed message that the Piper's pilot was unable to advise his expected level off and that the airplane's position was about "N62 20 W015 29." About 1118, ATC advised N225PB to contact Keflavik Approach. N225PB's pilot indicated that he wanted to stay on the ATC frequency to monitor the Piper's transmissions and ATC told him that there were closer aircraft to the Piper. About 1124, a Fokker 50, reported that a MAYDAY call from the Piper was received. The Piper's reported position was "N62 20 W015 30." About 1125, the Piper advised that he has lost engine power. No further transmissions from the Piper were received or relayed to ATC.

ADDITIONAL DATA/INFORMATION

The Aircraft Accident Investigation Board - Iceland provided an accredited representative to the investigation.

Updated on Dec 28 2008 11:18PM

 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: CHI08FAMS2			
		Occurrence Date: 02/21/2008			
		Occurrence Type: Accident			
Landing Facility/Approach Information					
Airport Name	Airport ID:	Airport Elevation Ft. MSL	Runway Used N/A	Runway Length	Runway Width
Runway Surface Type:					
Runway Surface Condition:					
Approach/Arrival Flown: NONE					
VFR Approach/Landing: Forced Landing					
Aircraft Information					
Aircraft Manufacturer PIPER AIRCRAFT INC		Model/Series PA-28-161		Serial Number 2842303	
Airworthiness Certificate(s): Normal					
Landing Gear Type: Tricycle					
Amateur Built Acft? No	Number of Seats: 1	Certified Max Gross Wt. 2440 LBS		Number of Engines: 1	
Engine Type: Reciprocating		Engine Manufacturer: LYCOMING		Model/Series: O-320-D3G	
				Rated Power: 160 HP	
- Aircraft Inspection Information					
Type of Last Inspection		Date of Last Inspection	Time Since Last Inspection Hours		Airframe Total Time 30 Hours
- Emergency Locator Transmitter (ELT) Information					
ELT Installed?/Type Yes / C126		ELT Operated? Yes		ELT Aided in Locating Accident Site? No	
Owner/Operator Information					
Registered Aircraft Owner GLOBE AERO LTD INC		Street Address 3240 AIRFIELD DR EAST HANGAR 1			
		City LAKELAND		State FL	Zip Code 33811
Operator of Aircraft Gregory Frey		Street Address			
		City Spring Hill		State FL	Zip Code 34606
Operator Does Business As:			Operator Designator Code:		
- Type of U.S. Certificate(s) Held: None					
Air Carrier Operating Certificate(s):					
Operating Certificate:			Operator Certificate:		
Regulation Flight Conducted Under: Part 91: General Aviation					
Type of Flight Operation Conducted: Ferry					

 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: CHI08FAMS2
	Occurrence Date: 02/21/2008
	Occurrence Type: Accident

First Pilot Information

Name On File	City On File	State On File	Date of Birth On File	Age 67
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Sex: M	Seat Occupied: Unknown	Occupational Pilot? Yes	Certificate Number: On File
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Certificate(s): Airline Transport; Commercial; Flight Engineer

Airplane Rating(s): Multi-engine Land; Single-engine Land

Rotorcraft/Glider/LTA: None

Instrument Rating(s): Airplane

Instructor Rating(s): None

Current Biennial Flight Review?

Medical Cert.: Class 2	Medical Cert. Status: With Waivers/Limitations	Date of Last Medical Exam: 05/2007
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- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air
						Actual	Simulated			
Total Time	26860			21200						
Pilot In Command(PIC)	26800		5600							
Instructor										
Instruction Received										
Last 90 Days										
Last 30 Days										
Last 24 Hours										

Seatbelt Used? Unknown	Shoulder Harness Used? Unknown	Toxicology Performed? No	Second Pilot? No
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Flight Plan/Itinerary

Type of Flight Plan Filed: Unknown

Departure Point REYKJAVIK	State	Airport Identifier BIRK	Departure Time 0930	Time Zone UTC
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Destination Wick	State	Airport Identifier EGPC	
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Type of Clearance: Unknown

Type of Airspace:

Weather Information

Source of Wx Information:

Automated Report

 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: CHI08FAMS2
	Occurrence Date: 02/21/2008
	Occurrence Type: Accident


Weather Information

WOF ID	Observation Time	Time Zone	WOF Elevation Ft. MSL	WOF Distance From Accident Site NM	Direction From Accident Site Deg. Mag.
Sky/Lowest Cloud Condition:				Ft. AGL	Condition of Light: Day
Lowest Ceiling:			Ft. AGL	Visibility: SM	Altimeter: "Hg
Temperature: °C	Dew Point: °C	Weather Conditions at Accident Site:			
Wind Direction:	Wind Speed:	Wind Gusts:			
Visibility (RVR): Ft.	Visibility (RVV): SM				
Precip and/or Obscuration:					

Accident Information

Aircraft Damage: Substantial	Aircraft Fire: None	Aircraft Explosion: None
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- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot	1				1
Second Pilot					
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants					
Other Crew					
Passengers					
- TOTAL ABOARD -	1				1
Other Ground					
- GRAND TOTAL -	1				1

 National Transportation Safety Board FACTUAL REPORT AVIATION	NTSB ID: CHI08FAMS2	
	Occurrence Date: 02/21/2008	
	Occurrence Type: Accident	

Administrative Information

Investigator-In-Charge (IIC)
Edward F. Malinowski

Additional Persons Participating in This Accident/Incident Investigation:

Bragi Baldursson
Aircraft Accident Investigation Board - Iceland
Reykjavik, Iceland,