						ANC-										
National Transportation Safety Board NTSB ID: CHI08FAMS2 Aircraft Registration Number: N60842																
FACTUAL REPORT		Occurrence	ce Date: 02/21	/2008	Most Critical Ir	njury: Fa	atal									
ÁVIATION VETYBON		Occurrence	e Type: Accic	lent	Investigated B	y: NTS	В									
Location/Time																
Nearest City/Place	State	Zip	Code	Local Time	Time Zone	me Zone										
Vik				1139	UTC											
Airport Proximity: Off Airport/Airstrip	Distar	nce From La	anding Facility:													
Aircraft Information Summary																
Aircraft Manufacturer Model/Series Type of Aircraft																
PIPER AIRCRAFT INC PA-28-161 Airplane																
Revenue Sightseeing Flight: No Air Medical Transport Flight: No																
Narrative																
Brief narrative statement of facts, conditions and circumstan HISTORY OF FLIGHT	ices pertir	nent to the acc	sident/incident:													
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. 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 locater 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.																
PERSONNEL INFORMATION																
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.																
The pilot's second class medic wear corrective lenses." Th as of the date of his medical c	e pil	ot repo	rted accum	ulating 26,860	hours of t	otal f	flight experience									
AIRCRAFT INFORMATION																
	was was gallo	a 16 a fix ns. Fi	0-horsepow ed-pitch, eld approv	er Lycoming Sensenich 74DM al documents i	0-320-D3G 6-0-60 mode ndicated th	engine el. Th at the	e, serial number ne airplane had a e front passenger									

FACTUAL REPORT - AVIATION

limitations allowed the airplane to be operated overweight for the ferry flight. According to

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	NTS	B ID: CHIO	8FAMS2							
FACTUAL REPORT	Occ	urrence Date								
AVIATION	Occi	urrence Type								
Landing Facility/Approach Information	0000									
Airport Name		Airport ID:	Airport Elevation	ay Lengtl	h Rur	way Width				
			Ft. MSL		way Used A		, ,			
Runway Surface Type:										
Runway Surface Condition:										
Approach/Arrival Flown: NONE										
VFR Approach/Landing: Forced Landing										
Aircraft Information										
Aircraft Manufacturer PIPER AIRCRAFT INC		l/Series 28-161								
Airworthiness Certificate(s): Normal										
Landing Gear Type: Tricycle										
Amateur Built Acft? No Number of Se	Certifi	ed Max Gross Wt.		2440	LBS	Numbe	Number of Engines: 1			
Engine Type: Reciprocating		Engine Manufacturer:Model/Series:LYCOMINGO-320-D3G						Rated Power: 160 HP		
- Aircraft Inspection Information										
Type of Last Inspection	Date of La	st Inspection	nce 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		Street	Address							
GLOBE AERO LTD INC	City	3240 AIRFIELD DR EAST HANGAR 1 City State Zip								
	LAKELAND FL 33811									
Operator of Aircraft	Street Address City State Zip Code									
Gregory Frey	City	City Spring Hill						Zip Code 34606		
Operator Does Business As:		-		0	perator Design	ator Co	ode:			
- Type of U.S. Certificate(s) Held: None										
Air Carrier Operating Certificate(s):										
Operating Certificate:			Operator Certifi	cate:						
Regulation Flight Conducted Under: Part 91: Ge	neral Avia	tion								
Type of Flight Operation Conducted: Ferry										
	FACT	UAL REP	ORT - AVIATION						Page 2	

National Transportation	Safety Board	1	NTSB ID:	CHI08FA	MS2								
FACTUAL R	7		Occurren	ce Date: 02	2/21/200	8							
AVIATI	~ ~			ce Type: A									
	JAN		Occurrent	ce Type. A	cciuerit								
First Pilot Information													
Name					City					State	D	ate of Birth	Age
On File					On File	e				On File	e 0	On File	67
Sex: M Seat Occupied	l: Unknown	Oc	cupational Pi	lot? Yes					Ce	ertificate N	umbe	er: On File	-
Certificate(s): Airlin	ne Transpor	t; Commerc	cial; Flight E	ngineer					-				
Airplane Rating(s): Mult	i-engine La	nd; Single-e	engine Land										
Rotorcraft/Glider/LTA: Non	-												
Instrument Rating(s): Airp	-												
Instructor Rating(s): Non													
Current Biennial Flight Review?													
Medical Cert.: Class 2 Medical Cert. Status: With Waivers/Limitations								Da	ate of L	ast Medic	al Exa	am: 05/2007	
- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Night				Instrument	Simulated	Rotor	craft	Glider	Lighter Than Air
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	Shou	lder Harness	I s Used? Unk	nown		Tovico		Performed	12 No		Soc	ond Pilot? No	\
						TOXICC	Jiogy I	chonned			000)
Flight Plan/Itinerary													
Type of Flight Plan Filed: U	nknown							-					
Departure Point						State		Airport	Identifi	er D	epartu	ure Time	Time Zone
REYKJAVIK				BIRK		09	930		UTC				
Destination							•	Airport	Identifi	er			
Destination State Airport Identifier Wick EGPC													
Type of Clearance: Unkno	own												
Type of Airspace:													
Weather Information													
Source of Wx Information:													
Autom	nated Repor	t											
			FACTUAL	REPORT	- AVIA	IOIT	N						Page 3

Courrence Date: 02/21/2008 Occurrence Type: Accident Weather Information Time Zone WOF Elevation WOF Distance From Accident Site Direction From Accident Site WOF ID Observation Time Time Zone WOF Elevation WOF Distance From Accident Site Direction From Accident Site SkyLowest Cloud Condition: Ft. AGL Visibility: SM Attimeter: *Hg Temperature: *C Dew Point: *C Weather Conditions at Accident Site: *Hg Temperature: *C Dew Point: *C Wind Gusts: ************************************	Nation	al Transportation Safety	Board		NTSB ID:	CHI08	FAMS2					
Cocurrence Type: AccidentWeather InformationWOF IDObservation TimeTime ZoneWOF ElevationWOF Distance From Accident SiteDirection From Accident SiteSky/Lowest Cloud Condition:Fit. MSLVisibility:Fit. AGLCondition of Light: DayLowest Ceiling:Fit. AGLVisibility:SMAtlimeter:"HighTemperature:°CDew Point:°CWeather Conditions at Accident Site"HighWind Direction:Wind Speed:Visibility:SMAtlimeter:"HighYisibility (RVR):Fit.Visibility (RVR):SMAtcraft Fire: NoneAtcraft Explosion NoneAccident InformationAircraft Fire: NoneTOTAL11Aircraft ExplosionFealSeriouMinorNoneTOTALFight Regioner1II11Student PlotIIIIIStudent PlotIIIIIFight RegionerIIIIIPrecipand/WatrixFealSeriouMinorNoneTOTALFight RegionerIIIIIIFight RegionerIIIIIIGeah AtendentsIIIIIICabin AtendentsIIIIIIGeah AtendentsIIIIIICabin AtendentsI <t< td=""><td>F</td><td>ACTUAL REPOI</td><td>RT</td><td></td><td>Occurrent</td><td>ce Date:</td><td>02/21/2</td><td>008</td><td></td><td>1</td><td></td><td></td></t<>	F	ACTUAL REPOI	RT		Occurrent	ce Date:	02/21/2	008		1		
Weather Information WOF ID Observation Time Time Zone WOF Elevation WOF Distance From Accident Site Direction From Accident Site Sky/Lowest Cloud Condition: FL MSL NM Deg. Mag. Lowest Ceiling: FL AGL Visibility: SM Altimeter: "Hig Temperature: °C Dew Point: °C Weather Conditions at Accident Site: "Hig Temperature: °C Dew Point: °C Weather Conditions at Accident Site: "Hig Temperature: °C Wind Speed: Wind Gusts: "Hig Visibility (RVR): Ft Visibility (RVV) SM Altimeter: SM Alticraft Fire: None Miror Miror None TOTAL TOTAL Prise Plat Serious Miror None TOTAL TotAL Flight Instructer I I I I I I Student Flot I I I I I I Priset Plate I <td></td> <td>- 10 Martin <</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>1</td> <td></td> <td></td>		- 10 Martin <								1		
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Flight InstructorImage: Check PilotImage: Check PilotImage: Check PilotImage: Check PilotFlight EngineerImage: Check PilotImage: Check PilotImage: Check PilotCabin AttendantsImage: Check PilotImage: Check PilotImage: Check PilotOther CrewImage: Check PilotImage: Check PilotImage: Check PilotPassengersImage: Check PilotImage: Check PilotImage: Check Pilot- TOTAL ABOARD -Image: Check PilotImage: Check PilotImage: Check PilotOther GroundImage: Check PilotImage: Check PilotImage: Check Pilot	Secon	d Pilot										
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Flight EngineerImage: Comparison of the sector	Flight	Instructor										
Cabin AttendantsImage: Cabin AttendantsImage: Cabin AttendantsOther CrewImage: Cabin AttendantsImage: Cabin AttendantsPassengersImage: Cabin AttendantsImage: Cabin Attendants- TOTAL ABOARD -1Image: Cabin AttendantsOther GroundImage: Cabin AttendantsImage: Cabin Attendants	Check	Pilot										
Other CrewImage: Constraint of the second secon	Flight I	Engineer										
PassengersImage: Constraint of the second secon	Cabin	Attendants										
- TOTAL ABOARD - 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Other	Crew										
Other Ground Image: Constraint of the second seco	Passer	ngers										
	- TOTAL /	ABOARD -	1					1				
- GRAND TOTAL - 1 1	Other	Ground										
	- GRANI	D TOTAL -	1					1				
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FACTUAL REPORT - AVIATION Page 4												- ugo +

National Transportation Safety Board	NTSB ID: CHI08FAMS2	
FACTUAL REPORT	Occurrence Date: 02/21/2008	
AVIATION AVETYBON	Occurrence Type: Accident	
Administrative Information Investigator-In-Charge (IIC)		
Edward F. Malinowski		
Additional Persons Participating in This Accident/Incid	ant Investigation.	
Bragi Baldursson Aircraft Accident Investigation Board - Iceland Reykjavik, Iceland,		
	FACTUAL REPORT - AVIATION	Page 5