



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Western Pacific Region

March 9-10, 2018

ON SCENE OBSERVATIONS

WPR19FA093

This document contains 6 embedded photos.

A. ACCIDENT

Location: Pahokee, Florida
Date: March 8, 2019
Aircraft: Piper PA 23-250, Registration N5894Y, Serial #27-3048
NTSB IIC: Samantha Link

B. EXAMINATION PARTICIPANTS:

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C. SUMMARY

An on scene examination of the airframe and engine was conducted on March 9-10, 2019. There were no signs of obvious catastrophic anomalies.

D. DETAILS OF THE INVESTIGATION

1.0 Accident Site Overview

The airplane came to rest in about 5 feet of water about 0.5 miles from the Palm Beach County Glades Airport (PHK), Pahokee Florida. The bottom of the lake was mucky; the nose landing gear strut, and propellers were stuck in the muck. The airplane's wings were still secured via the wing spar but were otherwise separated. The forward portion of the fuselage, which included the nose cone, right-side fuselage, and right flap were heavily damaged and easily removed from the airframe before recovery. The cabin area was found mostly separated aft of the instrument panel. The elevator and stabilator control cables were cut; separating the cabin/wings, and empennage to facilitate recovery.

The wings, engines, and instrument panel were recovered from the water. The engines were fracture separated from their engine mounts. The left engine propeller blades were mostly undamaged and in the feathered position; there were no obvious signs of catastrophic failure of the left engine. The right propeller blades were both bent aft; there were also no obvious signs of catastrophic failure of the right engine. The left wingtip was not present nor was it found in the water. The leading edge of the left wing was crushed aft about midspan. In addition, 45-degree wrinkles were observed at various locations in the wing skin. The left aileron was bent midspan and the left flap was still present and moved freely. The left main landing gear remained attached and moved freely. The right wingtip was separated from the airframe, although it was located near the main wreckage. The right wing was separated about midspan, and 45-degree wrinkles were noted in the wing skin. The flap was fracture separated from the airframe and the aileron was bent midspan. The right main landing gear remained attached and moved freely. Since the airplane was immediately placed onto a trailer, the instrument panel was unable to be observed.

The cabin area and the empennage were recovered. All six seats were present along with the floor and ceiling, however, the side walls were not attached. The baggage compartment was mostly intact, and the door was found open. The empennage was mostly intact and undamaged. The stabilator and rudder remained attached to the airframe.

1.1 Accident Site Photo



Figure 1: Airplane in Water (with Air Bladders Under Wings)



Figure 2: Upper Wing (Air Bladders Under Wings)



Figure 3: Wings, Engines, and Instrument panel being recovered



Figure 4: Left Engine



Figure 5: Right Engine



Figure 6: Cabin, Aft Fuselage, and Empennage

END.

Submitted by: Samantha Link