



National Transportation Safety Board Aviation Accident Final Report

Location:	Ft. Lauderdale, FL	Accident Number:	ATL01LA074
Date & Time:	07/06/2001, 1900 EDT	Registration:	N812MA
Aircraft:	Cessna 208B	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Positioning		

Analysis

While in cruise flight at 6,500 feet, the airplane's engine jolted and made a whining noise. The propeller stopped and feathered. Attempts to restore engine power were unsuccessful. An emergency was declared, and the airplane was ditched into the Atlantic Ocean 20 miles east of Ft. Lauderdale, Florida. The airplane was not recovered for post-crash examination.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The undetermined malfunction of the propeller system.

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: CRUISE

Findings

1. (C) PROPELLER SYSTEM/ACCESSORIES - SUDDEN STOPPAGE
2. (C) ENGINE SHUTDOWN - INITIATED - PILOT IN COMMAND

Occurrence #2: DITCHING
Phase of Operation: EMERGENCY DESCENT/LANDING

Findings

3. (C) TERRAIN CONDITION - WATER
4. (F) POWERPLANT - LOSS, TOTAL
5. (F) REASON FOR OCCURRENCE UNDETERMINED

Factual Information

On July 6, 2001, at 1900 eastern daylight time, a Cessna 208B, N812MA, ditched into the Atlantic Ocean 20 miles east of Fort Lauderdale, Florida, following the loss of engine power. The flight was operated by Maxfly Aviation, a Title 14 CFR Part 135 operator. The repositioning flight was conducted under the provisions of Title 14 CFR Part 91 with a visual flight rules (VFR) flight plan on file. Visual meteorological conditions prevailed at the time of the accident. The airplane was destroyed and sank in 3,000 feet of water. The airline transport pilot and co-pilot were not injured. The personal flight departed Freeport, Bahamas, at 1830.

According to the pilot, once level at 6,500 feet, the cruise checklist was completed. Approximately 10 minutes later, the engine jolted and began making a very loud whining noise. The propeller came to a complete stop and feathered itself. The pilot stated the oil temperature and pressure appeared normal, but the inter-turbine temperature was increasing rapidly. The pilot shut down the engine, and the noise stopped. After several unsuccessful attempts to restore engine power, the pilot declared an emergency and ditched the airplane 20 miles east of Ft. Lauderdale, Florida.

The airplane was not recovered from the water for post-crash examination. Prior to the flight from Freeport, the airplane had been refueled with 95 gallons of fuel at Ft. Lauderdale Executive Airport in Ft. Lauderdale, Florida. The airplane had flown from Ft. Lauderdale to Freeport, Bahamas, and was en route to Ft. Lauderdale-Hollywood International Airport when the accident occurred.

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	23, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	05/31/2001
Occupational Pilot:		Last Flight Review or Equivalent:	07/02/2001
Flight Time:	3700 hours (Total, all aircraft), 1200 hours (Total, this make and model), 3400 hours (Pilot In Command, all aircraft), 200 hours (Last 90 days, all aircraft), 80 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N812MA
Model/Series:	208B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	208B-0553
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	06/28/2001, AAIP	Certified Max Gross Wt.:	8750 lbs
Time Since Last Inspection:	25.9 Hours	Engines:	1 Turbo Prop
Airframe Total Time:	5936 Hours at time of accident	Engine Manufacturer:	P&W
ELT:	Installed	Engine Model/Series:	PT6-114A
Registered Owner:	Maxfly Aviation	Rated Power:	675 hp
Operator:	Jason E. Jacobs	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	FLL, 11 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	1853 EDT	Direction from Accident Site:	90°
Lowest Cloud Condition:	Few / 3000 ft agl	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.07 inches Hg	Temperature/Dew Point:	29° C / 26° C
Precipitation and Obscuration:			
Departure Point:	Freeport, UN (MYGF)	Type of Flight Plan Filed:	VFR
Destination:	Ft. Lauderdale, FL (KFL)	Type of Clearance:	VFR
Departure Time:	1830 N	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Butch Wilson	Report Date:	02/20/2002
Additional Participating Persons:	Steve Carl		
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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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