



National Transportation Safety Board

Aviation Accident Final Report

Location:	MISSING ACFT, Bahamas	Accident Number:	MIA83LA025
Date & Time:	11/05/1982, 1654 EST	Registration:	N1HQ
Aircraft:	BEECH 65-B80	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	3 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE FLT DEPARTED FT. LAUDERDALE AT 1626, & AT 1654 IN THE VICINITY OF BIMINI WAS ADVISED TO CONTACT NASSAU RADIO. THE FLT FAILED TO CONTACT NASSAU & THERE WERE NO FURTHER COMMUNICATIONS WITH THE FLT. SEARCH EFFORTS PRODUCED NEGATIVE RESULTS. IMC PREVAILED ON THE PROPOSED ROUTE OF FLT. RADAR DEPICTIONS SHOWED THE MOST SEVERE WEATHER TO BE BETWEEN MIAMI, FL & BIMINI. SIGMET 7 ISSUED AT 1455 SHOWED AN AREA OF EMBEDDED THUNDERSTORMS EXTENDING TO A POINT 100 MI E OF MIAMI WITH TOPS TO 40,000 FT THAT WAS MOVING NE AT 15K. ACFT DAMAGE & INJURIES ARE PRESUMED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: MISSING AIRCRAFT
Phase of Operation: UNKNOWN

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED
2. (F) WEATHER CONDITION - THUNDERSTORM

Factual Information

Pilot Information

Certificate:	Commercial	Age:	31, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):		Second Pilot Present:	
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	05/17/1982
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1395 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N1HQ
Model/Series:	65-B80 65-B80	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	LD-275
Landing Gear Type:	Retractable - Tricycle	Seats:	8
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	8800 lbs
Time Since Last Inspection:	0 Hours	Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	IGSO-540
Registered Owner:	L. F. VANSTONE, JR.	Rated Power:	380 hp
Operator:	JAMES VALENTINE	Operating Certificate(s) Held:	

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:	/ 0°C
Precipitation and Obscuration:			
Departure Point:	FT. LAUDERDALE, FL	Type of Flight Plan Filed:	IFR
Destination:	ELEUTHERA ISLAN, BH	Type of Clearance:	None
Departure Time:	1626	Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	2 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal	Aircraft Fire:	Unknown
Ground Injuries:	N/A	Aircraft Explosion:	Unknown
Total Injuries:	3 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Report Date: 11/05/1983
Additional Participating Persons:	
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.ntsb.gov/pubdms/ .

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](#).