



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	ANDROS IS, AO	<b>Accident Number:</b>	MIA82DA182
<b>Date &amp; Time:</b>	08/06/1982, 0255 EDT	<b>Registration:</b>	N35PK
<b>Aircraft:</b>	BEECH 65	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	3 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

WHILE EN ROUTE AT 9000 FT MSL AT NIGHT, THE RIGHT ENGINE REPORTEDLY LOST POWER AND WAS FEATHERED. THE PILOT REPORTED THAT THE LEFT ENGINE HAD A PARTIAL LOSS OF POWER AND THE AIRCRAFT WOULD NOT MAINTAIN ALTITUDE. COMMUNICATION WAS MAINTAINED WITH MIAMI CENTER UNTIL THE PILOT REPORTED DITCHING ABOUT 40 MILES SOUTH OF NASSAU, BAHAMAS. AT 0600, A U.S. NAVY VESSEL RESCUED THE PILOT AND TWO PASS ENERS. THE AIRCRAFT WAS NOT RECOVERED FROM THE OCEAN.

## Probable Cause and Findings

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

## Findings

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Occurrence #1: LOSS OF ENGINE POWER

Phase of Operation: CRUISE - NORMAL

Findings

1. (C) AIRCRAFT PERFORMANCE, TWO OR MORE ENGINES - INOPERATIVE
2. (C) REASON FOR OCCURRENCE UNDETERMINED

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Occurrence #2: FORCED LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

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Occurrence #3: DITCHING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

3. (F) LIGHT CONDITION - DARK NIGHT

## Factual Information

### Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	21, Female
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	08/05/1981
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	2240 hours (Total, all aircraft), 21 hours (Total, this make and model), 1960 hours (Pilot In Command, all aircraft), 99 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BEECH	<b>Registration:</b>	N35PK
<b>Model/Series:</b>	65 65	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	LC123
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	9
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	7700 lbs
<b>Time Since Last Inspection:</b>	0 Hours	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>		<b>Engine Model/Series:</b>	IGSO 480-A1B6
<b>Registered Owner:</b>	DESARROLLO N.Y. PANAMANIAN COR	<b>Rated Power:</b>	340 hp
<b>Operator:</b>	DESARROLLO N.Y. PANAMANIAN COR	<b>Operating Certificate(s) Held:</b>	

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 2000 ft agl	Visibility	10 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	13 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	/ 0° C
Precipitation and Obscuration:			
Departure Point:	MIAMI, FL (OPF)	Type of Flight Plan Filed:	IFR
Destination:	GREAT INAGUA (MY1G)	Type of Clearance:	
Departure Time:	0115	Type of Airspace:	

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Destroyed
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	Report Date:	08/06/1983
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 <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .	

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](#).