



National Transportation Safety Board Aviation Accident Final Report

Location:	UNKNOWN, CB	Accident Number:	MIA88LA104
Date & Time:	02/07/1988, 0000	Registration:	N884G
Aircraft:	Beech 65-88	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The Beech 65-88 airplane was reported missing on February 7, 1988. It was on an IFR flight from Aruba to Santo Domingo, Dominican Republic. The airplane departed from Aruba approximately 1223Z. According to air traffic authorities in Santo Domingo, the airplanes last reported position was over the DUSAN intersection at 1340Z. The airplane has not been located, and remains missing.

No additional information is available.

Probable Cause and Findings

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

Findings

Occurrence #1: MISSING AIRCRAFT
Phase of Operation: UNKNOWN

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Factual Information

The Beech 65-88 airplane was reported missing on February 7, 1988. It was on an IFR flight from Aruba to Santo Domingo, Dominican Republic. The airplane departed from Aruba approximately 1223Z. According to air traffic authorities in Santo Domingo, the airplanes last reported position was over the DUSAN intersection at 1340Z. The airplane has not been located, and remains missing.

No additional information is available.

Pilot Information

Certificate:	Commercial	Age:	28, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	02/25/1987
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	460 hours (Total, all aircraft), 200 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N884G
Model/Series:	65-88 65-88	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	LP-23
Landing Gear Type:	Retractable - Tricycle	Seats:	9
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	8800 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:		Engine Model/Series:	IGSO-540-AID
Registered Owner:	CROWN AVIATION SERVICES, INC.	Rated Power:	380 hp
Operator:	CROWN AVIATION SERVICES, INC.	Operating Certificate(s) Held:	None

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:	
Precipitation and Obscuration:			
Departure Point:	ARUBA, OF (MACA)	Type of Flight Plan Filed:	IFR
Destination:	SANTO DOMINGO, OF (MDSD)	Type of Clearance:	IFR
Departure Time:	0000	Type of Airspace:	Class E

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	BRUCE J HILL	Report Date:	11/30/2007
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.nts.gov/pubdms/ .		

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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](#).