



National Transportation Safety Board Aviation Accident Final Report

Location:	ATLANTIC OCEAN, AO	Accident Number:	MIA91LA193
Date & Time:	08/04/1991, 1722 EDT	Registration:	N3840C
Aircraft:	Aero Commander 500-698	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Serious, 3 Minor
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

WHILE IN LEVEL FLIGHT THE PILOT REPORTED BOTH ENGINES FAILED AND ALL ATTEMPTS TO RESTART THEM WERE UNSUCCESSFUL. THE PILOT THEN DITCHED THE AIRPLANE IN THE OCEAN, AND IT SANK AND WAS NOT RECOVERED. THE PILOT AND THREE PASSENGERS WERE RESCUED 2 DAYS LATER. ACCORDING TO FUEL CONSUMPTION ESTIMATES THERE SHOULD HAVE BEEN ADEQUATE FUEL FOR THE ENTIRE FLIGHT AND A RESERVE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:
AN INFLIGHT LOSS OF POWER OF BOTH ENGINES FOR UNDETERMINED REASONS
FOLLOWED BY A DITCHING IN THE OCEAN.

Findings

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

Findings

1. (C) ALL ENGINES
2. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: DITCHING
Phase of Operation: DESCENT - EMERGENCY

Factual Information

Pilot Information

Certificate:	Commercial	Age:	48, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	01/29/1991
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	2310 hours (Total, all aircraft), 296 hours (Total, this make and model), 81 hours (Last 90 days, all aircraft), 39 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Aero Commander	Registration:	N3840C
Model/Series:	500-698 500-698	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	698
Landing Gear Type:	Retractable - Tricycle	Seats:	7
Date/Type of Last Inspection:	07/30/1991, AAIP	Certified Max Gross Wt.:	6000 lbs
Time Since Last Inspection:	8 Hours	Engines:	2 Reciprocating
Airframe Total Time:	7089 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-540-A2B
Registered Owner:	SOUL TURKEY, INC.	Rated Power:	250 hp
Operator:	PALM BEACH AVIATION	Operating Certificate(s) Held:	On-demand Air Taxi (135)
Operator Does Business As:		Operator Designator Code:	PVBA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	PBI, 14 ft msl	Distance from Accident Site:	76 Nautical Miles
Observation Time:	1651 EDT	Direction from Accident Site:	74°
Lowest Cloud Condition:	Scattered / 3500 ft agl	Visibility	9 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	13 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-18°C / -18°C
Precipitation and Obscuration:			
Departure Point:	WALKERS CAY, OF (MYAW)	Type of Flight Plan Filed:	VFR
Destination:	WEST PALM BEACH, FL (PBI)	Type of Clearance:	VFR
Departure Time:	1700 EDT	Type of Airspace:	

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	ANDREW A ALSTON	Report Date:	05/27/1993
Additional Participating Persons:	BENDER; FORT LAUDERDALE, FL		
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](#).