



National Transportation Safety Board Aviation Accident Final Report

Location:	ATLANTIC OCEAN, AO	Accident Number:	MIA97LA215
Date & Time:	07/24/1997, 1620 EDT	Registration:	N816Q
Aircraft:	Beech 65	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	5 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

About 1 hour after departure and 15 minutes after reaching the cruising altitude of 9,000 feet, the left engine quit. The flight crew feathered the left propeller and turned toward the closest airport which was 80 miles away. The aircraft would not maintain altitude and entered a 500 foot per minute descent. About 20 minutes after engine failure the aircraft was ditched in the ocean about 50 miles from the closest airport. The flight crew and passengers were rescued the following morning and the aircraft was not recovered. The second pilot and owner of the aircraft stated the aircraft was about 90 pounds over the maximum allowable weight at the time of departure. The previous owner of the aircraft stated that both engines had exceeded the recommended overhaul time by about 450 flight hours.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Failure of the aircraft to maintain altitude for undetermined reasons following loss of power in one engine.

Findings

Occurrence #1: LOSS OF ENGINE POWER

Phase of Operation: CRUISE - NORMAL

Findings

1. REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: DITCHING

Phase of Operation: DESCENT

Findings

2. (C) ALTITUDE - NOT POSSIBLE - FLIGHTCREW

3. (C) REASON FOR OCCURRENCE UNDETERMINED

Factual Information

On July 24, 1997, about 1620 eastern daylight time, a Beech 65, N816Q, registered to M R Aircraft Sales and Rental, Inc., ditched in the Atlantic Ocean following loss of power in one engine, while on a Title 14 CFR Part 91 personal flight, from Miami, Florida, to Kingston, Jamaica. Visual meteorological conditions prevailed at the time and an instrument flight rules flight plan was filed. The aircraft was not recovered and presumed to be destroyed. The commercial-rated pilot, commercial-rated second pilot, and three passengers were not injured. The flight originated from Miami, Florida, the same day, about 1501.

The pilot-in-command stated that about 1 hour after takeoff, at 9,000 feet, the left engine failed. They turned toward Bain Airport, Andros Island, Bahamas. The passengers were briefed. The airplane would not maintain altitude on one engine and was ditched about 25 miles from the Andros Island shoreline at about 1620. They were rescued the next morning about 0745.

The second pilot stated he was flying the aircraft from the left seat and that he was the owner of the aircraft. The takeoff and climb to the cruising altitude of 9,000 feet was normal. About 15 minutes after reaching the cruising altitude, while near "URSUS" intersection on airway "A-509", the left engine quit. Attempts to restart the engine were unsuccessful and the engine was shut down and the propeller was feathered. The aircraft would not maintain altitude and entered a 500 feet per minute rate of descent. He turned to the closest airport, Bain Airport, which was about 80 miles to the east-northeast. The aircraft continued to descend and they ditched in the ocean about 50 miles from the Bain Airport. After ditching, he and the occupants exited the aircraft uninjured and boarded a raft. They were rescued the following morning. The second pilot stated that at the beginning of taxi for takeoff the aircraft weighed 7,790 pounds and that the maximum allowable takeoff weight is 7,700 pounds.

The previous owner of the aircraft stated the aircraft logbooks had been lost before he purchased the aircraft. Information he had showed the aircraft had accumulated about 4,300 total flight hours and that each engine had about 450 flight hours over the recommended overhaul time.

Pilot Information

Certificate:	Commercial	Age:	26, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	12/01/1996
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	1785 hours (Total, all aircraft), 21 hours (Total, this make and model), 1560 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N816Q
Model/Series:	65 65	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	LC-38
Landing Gear Type:	Retractable - Tricycle	Seats:	7
Date/Type of Last Inspection:	07/23/1997, Annual	Certified Max Gross Wt.:	7700 lbs
Time Since Last Inspection:	2 Hours	Engines:	2 Reciprocating
Airframe Total Time:	4300 Hours	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	IGSO-480-A1B6
Registered Owner:	M R AIRCRAFT SALES AND RENTAL	Rated Power:	340 hp
Operator:	M R AIRCRAFT SALES AND RENTAL	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MIA, 11 ft msl	Distance from Accident Site:	125 Nautical Miles
Observation Time:	1556 EDT	Direction from Accident Site:	330°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	Broken / 2500 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	11 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	31 °C / 25 °C
Precipitation and Obscuration:			
Departure Point:	MIAMI, FL (TMB)	Type of Flight Plan Filed:	IFR
Destination:	KINGSTON, OF (MKJP)	Type of Clearance:	IFR
Departure Time:	1501 EDT	Type of Airspace:	Class E

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Destroyed
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	5 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): JEFFREY L KENNEDY

Report Date: 02/02/1998

Additional Participating Persons: TOM SOWERS; MIAMI, 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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