



Aviation Investigation Final Report

Location:	Atlantic Ocean, Atlantic Ocean	Accident Number:	ERA23LA101
Date & Time:	January 3, 2023, 16:22 UTC	Registration:	N824BC
Aircraft:	Cessna 340A	Aircraft Damage:	Substantial
Defining Event:	Sys/Comp malf/fail (non-power)	Injuries:	4 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that he began the accident flight with 160 gallons of fuel on board. The airplane was equipped with two main wingtip fuel tanks, two in-wing auxiliary fuel tanks, and one engine nacelle locker fuel tank. His normal procedure was to operate for 50 minutes out of the main tanks, then use most of the fuel in the auxiliary tanks, then transfer fuel out of the locker tank and use all of that fuel. While approaching the destination airport, he attempted to transfer fuel from the locker tank; however, he later noticed that fuel was not transferring from that tank. Later, the right engine lost all power, followed by the left. He subsequently ditched the airplane in the ocean about 17 miles from of the destination airport. The airplane landed on the water, and the pilot and his passengers donned life vests and egressed before the airplane sank. The occupants were rescued about 4 hours later. The airplane was not recovered from the ocean and was presumed substantially damaged. A postaccident examination of the fuel system could not be performed and the reason for the pilot’s inability to transfer fuel from the engine nacelle locker tank could not be determined.

Probable Cause and Findings

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

A fuel system malfunction for reasons that could not be determined, which resulted in fuel starvation to both engines.

Findings

Aircraft	(general) - Unknown/Not determined
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Factual Information

History of Flight

Enroute-descent	Sys/Comp malf/fail (non-power) (Defining event)
Enroute-descent	Fuel starvation
Emergency descent	Ditching

Pilot Information

Certificate:	Private	Age:	52, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	August 11, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	December 18, 2022
Flight Time:	288 hours (Total, all aircraft), 250 hours (Pilot In Command, all aircraft), 38 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N824BC
Model/Series:	340A	Aircraft Category:	Airplane
Year of Manufacture:	1977	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	340A0306
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	May 28, 2022 Annual	Certified Max Gross Wt.:	5990 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:	4795 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	TSIO-520 Series
Registered Owner:	AONVO INVESTMENT LLC	Rated Power:	335 Horsepower
Operator:	AONVO INVESTMENT LLC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	MBGT,33 ft msl	Distance from Accident Site:	37 Nautical Miles
Observation Time:	17:00 Local	Direction from Accident Site:	297°
Lowest Cloud Condition:	Few / 1500 ft AGL	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	80°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:		Temperature/Dew Point:	27°C / 19°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	St. Kitts, AO (TKPK)	Type of Flight Plan Filed:	IFR
Destination:	Providenciales, AO (PLS)	Type of Clearance:	IFR
Departure Time:	13:10 UTC	Type of Airspace:	Unknown

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	21.17,-70.57(est)

Administrative Information

Investigator In Charge (IIC):	Hicks, Ralph
Additional Participating Persons:	Philip McKinney; FAA/IFO; Miami, FL
Original Publish Date:	June 15, 2023
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=106542

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).