



National Transportation Safety Board Aviation Accident Final Report

Location:	PACIFIC OCEAN, PO	Accident Number:	LAX95LA041
Date & Time:	12/02/1994, 0348 GMT	Registration:	N16VM
Aircraft:	BRITTEN-NORMAN ISLANDER BN2B-20	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 91: General Aviation - Ferry		

Analysis

THE AIRCRAFT WAS BEING OPERATED AS A FLIGHT OF TWO ON A FERRY FLIGHT FROM THE MARSHALL ISLANDS TO HONOLULU, HAWAII. THE AIRPLANE WAS EQUIPPED WITH AUXILIARY FUEL TANKS AND WAS OPERATED ON A SPECIAL AIRWORTHINESS CERTIFICATE THAT ALLOWED FOR 10 PERCENT OVER GROSS WEIGHT OPERATIONS. ABOUT 2 HOURS AFTER DEPARTURE, WHILE AT AN ALTITUDE OF 7,000 FEET MEAN SEA LEVEL, THE ACCOMPANYING AIRPLANE NOTICED SMOKE TRAILING FROM THE LEFT ENGINE OF THE ACCIDENT AIRCRAFT. THE TWO AIRCRAFT TURNED AROUND AND THE PILOT DECLARED AN EMERGENCY. THE LEFT ENGINE OF THE ACCIDENT AIRPLANE QUIT AND THE PILOT FEATHERED THE PROPELLER. THE PILOT WAS UNABLE TO MAINTAIN LEVEL FLIGHT AND THE AIRCRAFT WAS DITCHED IN ROUGH WATER AND SUBSEQUENTLY SANK. THE PILOT WAS RESCUED ABOUT 20 HOURS AFTERWARDS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: An undetermined failure of the left engine. The inability of the airplane to maintain level flight and exceeding the one-engine capability was a factor in the accident.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation: CRUISE

Findings

1. 1 ENGINE
2. REASON FOR OCCURRENCE UNDETERMINED
3. (F) AIRCRAFT PERFORMANCE,ENGINE OUT CAPABILITY - EXCEEDED
4. (F) ALTITUDE - NOT POSSIBLE

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

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

Findings

5. TERRAIN CONDITION - WATER,ROUGH

Factual Information

On December 2, 1994, at 0348 hours Universal coordinated time, a Britten-Norman Islander BN2B-20, N16VM, ditched in the Pacific Ocean about 200 miles northeast of Majuro, Marshall Islands. The airplane was being operated as an instrument flight rules (IFR) ferry flight to Honolulu, Hawaii, when the accident occurred. The airplane, registered to Trans Island Air, Barbados, West Indies, and operated by Southern Cross Aviation, Camarillo, California, was destroyed. The certificated commercial pilot, the sole occupant, received serious injuries. Visual meteorological conditions prevailed. The airplane, departed at Majuro Airport, as a flight of two aircraft, at 0104 hours Universal coordinated time.

The pilot reported that the airplane was in cruise flight at 7,000 feet. The pilot of the accompanying aircraft reported smoke trailing from the left engine of the accident airplane. The accident aircraft pilot then observed smoke and oil emanating from the left engine cowling. The pilot advised air traffic control personnel that he was returning to Majuro as a precautionary measure and, shortly thereafter, declared an emergency. The pilot operated the left engine until it failed completely. He was unable to maintain level flight and slowly descended. The airplane was ultimately ditched and the pilot was observed in a raft. The pilot was rescued by search personnel about 20 hours after the ditching. The airplane was not recovered.

The pilot holds a commercial pilot certificate with airplane single-engine land, multiengine land, and instrument airplane ratings. In addition, the pilot holds a flight instructor certificate with airplane single- and multiengine and instrument ratings. The most recent first-class medical certificate was issued to the pilot on August 1, 1994, and contained no limitations.

According to the pilot/operator report submitted by the operator, the pilot's total aeronautical experience consists of about 9,900 hours, of which about 150 hours were accrued in the accident aircraft make and model. In the preceding 90 and 30 days prior to the accident, the report lists a total of 180 and 60 hours, respectively, flown.

The aircraft had been operated in China prior to the accident flight. Prior to the accident flight, an auxiliary fuel tank system was installed and the aircraft was being operated on a special airworthiness certificate that allowed for 10 percent over maximum gross weight operations. Review of the maintenance records revealed that a 2,000-hour inspection was conducted on April 26, 1994. A 100-hour inspection was completed on November 3, 1994. At that time, the aircraft had accrued 2,302 hours of operation. On November 18, 1994, the last recorded maintenance entry indicated that the airplane had accumulated a total time in service of about 2,359 flight hours.

The left engine was overhauled on January 19, 1994. No record of the engine's total accrued time was noted. On November 10, 1994, the No. 2 cylinder rod and cover was replaced due to deformation. The logbook entry indicated an accrued time of 2,359 hours.

Pilot Information

Certificate:	Commercial	Age:	47, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	08/01/1994
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	9900 hours (Total, all aircraft), 150 hours (Total, this make and model), 9400 hours (Pilot In Command, all aircraft), 180 hours (Last 90 days, all aircraft), 60 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BRITTEN-NORMAN	Registration:	N16VM
Model/Series:	ISLANDER BN2B-20 ISLANDER B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	2204
Landing Gear Type:	Tricycle	Seats:	10
Date/Type of Last Inspection:	11/03/1994, 100 Hour	Certified Max Gross Wt.:	6600 lbs
Time Since Last Inspection:	57 Hours	Engines:	2 Reciprocating
Airframe Total Time:	2359 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	IO-540-KIB5
Registered Owner:	P.A.S.C.O.	Rated Power:	300 hp
Operator:	SOUTHERN CROSS AVIATION	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
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	20 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	15 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	45°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	27° C
Precipitation and Obscuration:			
Departure Point:	MARSHALL ISLAND (PKJM)	Type of Flight Plan Filed:	IFR
Destination:	HONOLULU, HI (HNL)	Type of Clearance:	IFR
Departure Time:	0104 GMT	Type of Airspace:	Class G

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	SCOTT R ERICKSON,	Report Date:	04/05/1995
Additional Participating Persons:	WALLY LEPPANEN; SAN FRANCISCO, CA		
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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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