



National Transportation Safety Board Aviation Accident Data Summary

Location:	PACIFIC OCEAN, PO	Accident Number:	LAX95LA041
Date & Time:	12/02/1994, 0348 GMT	Registration:	N16VM
Aircraft:	BRITTEN-NORMAN ISLANDER BN2B-20	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

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

Pilot Information

Certificate:	Commercial	Age:	47
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane
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	Engines:	2 Reciprocating
Operator:	SOUTHERN CROSS AVIATION	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	IO-540-KIB5
Flight Conducted Under:	Part 91: General Aviation - Ferry		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Pilot
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	15 knots / , 45°
Temperature:	27° C	Visibility	20 Miles
Precipitation and Obscuration:			
Departure Point:	MARSHALL ISLAND (PKJM)	Destination:	HONOLULU, HI (HNL)

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): SCOTT R ERICKSON, Adopted Date: 04/05/1995

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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