

AAIPU# A09-01502



# AIR ACCIDENT INVESTIGATION AND PREVENTION UNIT CIVIL AVIATION DEPARTMENT

NASSAU, N. P., BAHAMAS

## AIRCRAFT ACCIDENT REPORT

MISSING AIRCRAFT

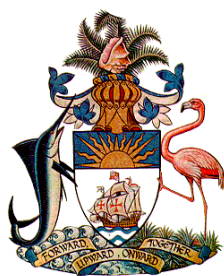
PIPER AZTEC PA-27

**N2484R**

AREA OF PLANA CAYS, BAHAMAS

DECEMBER 24, 2009





**Bahamas Department of Civil Aviation  
Air Accident Investigation and Prevention Unit  
P. O. Box AP-59244  
Lynden Pindling International Airport  
Nassau N. P., Bahamas**

## **AIRCRAFT ACCIDENT FINAL REPORT**

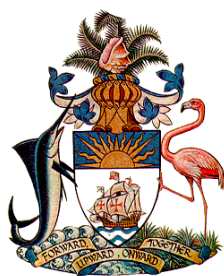


**PIPER AZTEC PA-27  
N2484R**

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AREA OF PLANA CAYS, BAHAMAS  
DECEMBER 24, 2009**

**AAIPU# A09-01502  
Adopted APRIL 6, 2010**

**Abstract:** This report outlines the circumstances surrounding the crash and missing aircraft N2484R a PA-27 aircraft which disappeared while the aircraft was enroute from Ft Lauderdale Executive Airport, Ft Lauderdale, Florida, USA to Grenada in the Eastern Caribbean. The aircraft had planned a fuel stop in Providenciales, Turks and Caicos Islands. Reports indicated that the pilot reported failure of both engines and that the aircraft was being ditched in an area near the Plana Cays, the Bahamas. On January 22, 2010 remains of a body was found on the Plana Cay which was later identified to be one of the two occupants of the missing aircraft. Up to the publication of this draft report, no further information was available about the location of the aircraft or the other occupant aboard.



## Bahamas Department of Civil Aviation Air Accident Investigation and Prevention Unit

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January 4, 2011

Captain Patrick Rolle  
Director  
Civil Aviation Department  
Seaban House  
Crawford Street, Oakes Field  
P.O. Box N-975  
Nassau, N.P.,  
Bahamas

Sir

The attached report summarizes the investigation into the circumstances of the accident involving N2484R, a Piper Aztec PA 23-250, registered in the United States to Mr. Travis R. Compton. This aircraft was reported crashed on December 24, 2009 at approximately 11:00am local (1600UTC) time in the vicinity of the Plana Cays, in the southeast Bahamas. Approximately 30 days post accident, remains of one of the occupant was recovered. The other occupant identified as Mr. Travis Compton was never recovered. It has been one (1) year since this accident occurred. Since no further information or development has occurred during this time, this case is now considered closed. It can be reopened if any further significant development occurs.

This report is submitted pursuant to Part XII, Regulation 80, and Schedule 19 of the Bahamas Civil Aviation (Safety) Regulation (CASR 2001) and in accordance with Annex 13 to the Convention on International Civil Aviation Organization (ICAO).

In accordance with Annex 13 to the Convention on International Civil Aviation (ICAO), and Schedule 19 of the Bahamas Civil Aviation (Safety) Regulations (CASR April 17, 2001), the fundamental purpose of such investigations is to determine the circumstances and causes of these events, with a view to the preservation of life and the avoidance of similar occurrences in the future. It is not the purpose of such investigations to apportion blame or liability.

This information is published to inform the aviation industry and the public of the circumstances surrounding this accident. The contents of this Report may be subjected to alterations or corrections if additional information becomes available.

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Delvin R. Major  
Investigator in Charge  
Bahamas Department of Civil Aviation  
Air Accident Investigation and Prevention Unit



BAHAMAS CIVIL AVIATION DEPARTMENT  
AIR ACCIDENT INVESTIGATION AND PREVENTION UNIT

**TITLE**

**Operator:** PRIVATE

**Manufacturer:** Piper Aircraft, Inc.

**Model:** PA 23-250

**Nationality:** United States

**Registration:** N2484R

**Place of Accident:** Area of Plana Cays, Southeast Bahamas

**Date of Accident:** December 24, 2009

**SYNOPSIS**

**Notification:** DCA, FSI, NTSB, ICAO, FAA,

**Investigating Authority:** Civil Aviation Department  
Air Accident Investigation and Prevention Unit

**Investigator in Charge:** Delvin R. Major

**Accredited Representative:** Mr. William Standing - FAA  
Mr. Jose Obregon – NTSB  
Mr. Darrell T. Webb – FAA

**Releasing Authority:** Civil Aviation Department

**Date of Report Publication:** April 6, 2010

## **ABBREVIATIONS and TERMINOLOGY**

*When the following terms are used in this report, they have the following meanings;*

AAIPU	Air Accident Investigation and Prevention Unit
ADDS	Aviation Digital Data Service - Report by Meteorological Department
AIS	Automatic Information Services
ATS	Air Traffic Services
BDCA	Bahamas Department of Civil Aviation
CASR	Bahamas Civil Aviation (Safety) Regulations (April 17, 2001)
C of A	Certificate of Airworthiness
C of R	Certificate of Registration
CG	Center of Gravity
CVR	Cockpit Voice Recorder
DCA	Director of Civil Aviation
CAD	Civil Aviation Department
EST	Eastern Standard Time (-5 hours (-4DT) to convert from UTC)
FAA	Federal Aviation Administration
FSI	Flight Standards Inspectorate
FSS	Flight Service Station
ICAO	International Civil Aviation Organization
ILS	Instrument Landing System
IFR	Instrument Flight Rules
IMC	Instrument Meteorological Condition
MALSF	Medium-intensity Approach Lighting System (with sequenced flashers)
MET	Meteorological Office / Department
METAR	Weather Report furnished by Meteorological Department
MIRL	Medium Intensity Runway Lights
NDB	Non-directional Beacon
NM or nm	Nautical Miles
NTSB	National Transportation Safety Board
PAPI	Precision Approach Path Indicator
RCA	Root Cause Analysis
SEP	Survival and Emergency Procedures Training
T/L	Technical Log
USA	United States of America
VFR	Visual Flight Rules
VOR	(Very High Frequency) Omni-directional Range Station
VMC	Visual Meteorological Conditions
UTC / Z	Universal Coordinated Time / Zulu time

## DEFINITIONS

When the following terms are used in the Standards and Recommended Practices for Aircraft Accident and Incident Investigation, they have the following meaning:

**Accident.** An occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, in which:

a) a person is fatally or seriously injured as a result of:

- being in the aircraft, or
- direct contact with any part of the aircraft, including parts which have become detached from the aircraft, or
- direct exposure to jet blast, except when the injuries are from natural causes, self inflicted or inflicted by other persons, or when the injuries are to stowaways hiding outside the areas normally available to the passengers and crew; or

b) the aircraft sustains damage or structural failure which:

- adversely affects the structural strength, performance or flight characteristics of the aircraft, and
- would normally require major repair or replacement of the affected component, except for engine failure or damage, when the damage is limited to the engine, its cowlings or accessories; or for damage limited to propellers, wing tips, antennas, tires, brakes, fairings, small dents or puncture holes in the aircraft skin; or

c) the aircraft is missing or is completely inaccessible.

Note 1.— For statistical uniformity only, an injury resulting in death within thirty days of the date of the accident is classified as a fatal injury by ICAO.

Note 2.— An aircraft is considered to be missing when the official search has been terminated and the wreckage has not been located.

**Accredited representative.** A person designated by a State, on the basis of his or her qualifications, for the purpose of participating in an investigation conducted by another State.

**Adviser.** A person appointed by a State, on the basis of his or her qualifications, for the purpose of assisting its accredited representative in an investigation.

**Aircraft.** Any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth's surface.

**Causes.** Actions, omissions, events, conditions, or a combination thereof, which led to the accident or incident.

**Fatal injury.** - means any injury which results in death within 30 days of the accident.

**Flight recorder.** Any type of recorder installed in the aircraft for the purpose of complementing accident/incident investigation.

**Incident.** An occurrence, other than an accident, associated with the operation of an aircraft which affects or could affect the safety of operation.

Note.— The types of incidents which are of main interest to the International Civil Aviation Organization for accident prevention studies are listed in the Accident/Incident Reporting Manual (Doc 9156).

**Investigation.** A process conducted for the purpose of accident prevention which includes the gathering and analysis of information, the drawing of conclusions, including the determination of causes and, when appropriate, the making of safety recommendations.

**Investigator-in-charge.** A person charged, on the basis of his or her qualifications, with the responsibility for the organization, conduct and control of an investigation.

Note.— Nothing in the above definition is intended to preclude the functions of an investigator-in-charge being assigned to a commission or other body.

**Maximum mass.** Maximum certificated take-off mass.

**Operator.** A person, organization or enterprise engaged in or offering to engage in an aircraft operation.

**Preliminary Report.** The communication used for the prompt dissemination of data obtained during the early stages of the investigation.

**Safety recommendation.** A proposal of the accident investigation authority of the State conducting the investigation, based on information derived from the investigation, made with the intention of preventing accidents or incidents.

**Serious incident.** An incident involving circumstances indicating that an accident nearly occurred.

Note 1.— The difference between an accident and a serious incident lies only in the result.

Note 2.— Examples of serious incidents can be found in Attachment C of Annex 13 and in the Accident/Incident Reporting Manual (Doc 9156).

**Serious injury.** An injury which is sustained by a person in an accident and which:

- a) requires hospitalization for more than 48 hours, commencing within seven days from the date the injury was received; or
- b) results in a fracture of any bone (except simple fractures of fingers, toes or nose); or
- c) involves lacerations which cause severe hemorrhage, nerve, muscle or tendon damage; or
- d) involves injury to any internal organ; or
- e) involves second or third degree burns, or any burns affecting more than 5 per cent of the body surface; or
- f) involves verified exposure to infectious substances or injurious radiation.

**State of Design.** The State having jurisdiction over the organization responsible for the type design.

**State of Manufacture.** The State having jurisdiction over the organization responsible for the final assembly of the aircraft.

**State of Occurrence.** The State in the territory of which an accident or incident occurs.

**State of the Operator.** The State in which the operator's principal place of business is located or, if there is no such place of business, the operator's permanent residence.

**State of Registry.** The State on whose register the aircraft is entered.

Note.— In the case of the registration of aircraft of an

international operating agency on other than a national basis, the States constituting the agency are jointly and severally bound to assume the obligations which, under the Chicago Convention, attach to a State of Registry. See, in this regard, the Council Resolution of 14 December 1967 on Nationality and Registration of Aircraft Operated by International Operating Agencies which can be found in Policy and Guidance Material on the Economic Regulation of International

**“State of Design”** - The State having jurisdiction over the organization responsible for the type design

**“State of Manufacture”** - The State having jurisdiction over the organization responsible for the final assembly of the aircraft.

**"Substantial damage"** - means damage or failure which adversely affects the structural strength, performance, or flight characteristics of the aircraft, and which would normally require major repair or replacement of the affected component. Engine failure or damage limited to an engine if only one engine fails or is damaged, bent failings or cowling, dented skin, small punctured holes in the skin or fabric, ground damage to rotor or propeller blades, and damage to landing gear, wheels, tires, flaps, engine accessories, brakes, or wingtips are not considered "substantial damage" for the purpose of this Report.



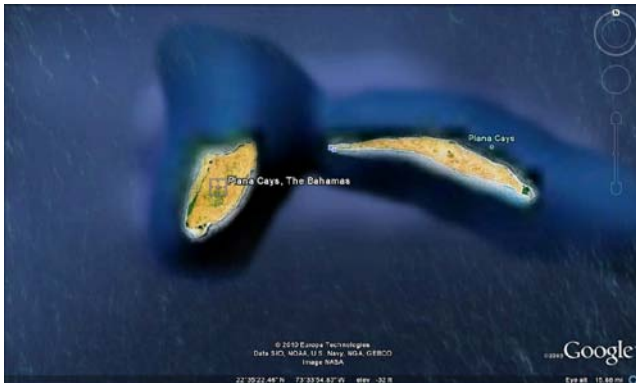
## BODY

### 1.0 FACTUAL INFORMATION:

#### 1.1 HISTORY OF THE FLIGHT

On Thursday December 24, 2009 at approximately 11:00am (1600 UTC<sup>1</sup>) a fixed wing, multi-engine, Piper Aztec PA 23-250 aircraft, United States Registration N2484 was reported missing and presumed crashed in the southeast Bahamas. Miami Air Traffic Control Center Aircraft Accident / Incident Preliminary Notice indicated that N2484R was IFR from Ft. Lauderdale Executive Airport (KFXE) to Providenciales (MBPV).

The report further indicated that when the flight was climbing to 11,000 feet, the pilot advised ATC of problems with the left engine. The flight subsequently lost both engines and ditched. The area of the ditching was reported as somewhere in the area of the Plana Cays, Acklins and Mayaguana Island. The coordinates of the aircraft ditching site is not known.



The private flight departed Ft. Lauderdale Executive Airport, Ft. Lauderdale, Florida, USA at approximately 8:00am (1300 UTC). The destination was Maurice Bishop International Airport, Grenada, in the Eastern Caribbean. The flight plan had indicated a fuel stop in Providenciales Island in the Turks and Caicos Island.

The flight was operated under Instrument Flight Rules<sup>2</sup> (IFR). The aircraft operated at an altitude of 11,000 feet<sup>3</sup>. Family members later confirmed that two persons were on board the aircraft, one United States of America (US) citizen and one citizen of

Grenada). Both occupants are believed to have received fatal injuries<sup>4</sup>.

Family members stated that both persons on board were cousins and both licensed pilots. It is not known who the pilot in command of this aircraft was. The aircraft was however registered to Mr. Travis Compton. Family members also stated that the aircraft was recently acquired by Mr. Compton and after having some maintenance work completed in Florida, he was repositioning the aircraft from the United States to his hometown of Grenada.

#### 1.2 INJURIES TO PERSONS

On January 22, 2010 the investigation team was informed that human remains and a life vest were found on the Plana Cays by fishermen in the area. It was presumed the body was that of the occupants of the missing aircraft. Family members and forensic testing later identified the remains as that of the other occupant of the aircraft Mr. Bancroft Osbert Nyack. The whereabouts or remains of Mr. Travis Compton has, to the date of this report, not been recovered or located.

<i>Injuries</i>	<i>Crew</i>	<i>Passengers</i>	<i>Others</i>	<i>Total</i>
Fatal	2	0	0	2
Serious				
Minor/None				

#### 1.3 DAMAGE TO AIRCRAFT

The extent of damage to the aircraft is unknown as the aircraft has, to the date of this report not been located or recovered.

#### 1.4 OTHER DAMAGE

No other damage is known at this time.

#### 1.5 PERSONNEL INFORMATION

Mr. Travis Compton held a valid United States Airline Transport Pilot license, airplane multi engine land with B747-4, 757 and 767 type ratings. He also held a commercial pilot, airplane with single engine land privileges. Mr. Compton also held a rotorcraft – helicopter license. Mr. Compton was also the holder of a United States Mechanic, Airframe and

Powerplant license, a Flight Engineer – turbo powered license and a United States Ground Instructor – Advanced license.

Mr. Compton held a valid first class medical certificate issued September 24, 2009.

Mr. Compton's total flying experience recorded on his last medical certificate application in September 2009 listed his total civilian flight times as 9,100 hours. Mr. Compton reportedly was hired as a pilot for United Airlines in the United States. His flying experience including experience on this type of aircraft is unknown. The amount of hours flown by Mr. Compton in the last 24 hr, 7 days or the last 30 days prior to the accident is unknown. FAA record indicates there have been no violations or prior FAA-recorded aviation accident history against Mr. Compton.

Mr. Bancroft Osbert Nyack, of St. Georges Grenada, was the cousin of Mr. Compton. He was also a US licensed commercial pilot with airplane multi and single engine land privileges and an instrument rating. Mr. Nyack was the holder of a first class medical issued on October 22, 2009.

Mr. Nyack's total hours as listed on his latest medical certificate was recorded as 704 hours.

## 1.6 AIRCRAFT INFORMATION

Aircraft N2484R a US registered aircraft was manufactured by Piper Aircraft. The aircraft was a PA 23-250 model. The multi engine aircraft was manufactured in 1981 with serial number 27-8154027. The aircraft was fitted with a reciprocating engine, model number TIO-540-SER manufactured by Lycoming Textron. The aircraft was listed in the normal category, standard classification. Airworthiness date of the aircraft was October 18 1996. The aircraft was registered to Mr. Travis R. Compton 704 N King St STE 500, Wilmington, Delaware.

a) The maintenance records for the aircraft was onboard the aircraft at the time of the aircraft ditching and therefore no further information is available about the aircraft maintenance history. However some maintenance work was done prior to the aircraft departure for its uneventful flight.

On November 9, 2009 the most recent Annual Inspection<sup>5</sup> / 100 hour inspection was completed. It was performed on N2484R by Navtech Aviation LLC, Ft. Pierce Florida. The Annual Inspection was completed in accordance with Federal Aviation Regulations FAR 43.13 app D. As of November 9, 2009 the aircraft had accumulated 4647.7 total hours of service.

The aircraft airframe was inspected and certified by Mr. Clyde Hogate, Airframe and Powerplant (A&P) licensed Mechanic with Inspection Authorization. The inspection was signed off at tachometer 72.0 hours tachometer time and airframe total time of 4647.7 hours.

The aircraft engines manufactured by Textron Lycoming, model number TIO-540-SER, serial numbers unknown, fitted to N2484R were also signed off as having undergone an annual inspection, also in accordance with FAR 43.13 app D on November 9, 2009. They were determined to be in an airworthy condition and signed by Mr. Hogate at tachometer time 72.0 time, 786.9 hours since major overhaul and 2,172.6 hours engine total time.

The propeller affixed to the engines of N2484R, model unknown, serial number unknown were overhauled and refitted to the engine of N2484R at tachometer time 72.0 hours and propeller total time 5,110 hours and 0 hours since propeller overhaul. The propeller was determined to be in an airworthy condition and signed off on November 9, 2009.

Family members confirmed that the aircraft was having some electrical problems. The electrical issues and other maintenance work was done up to the night before departure which further delayed the departure.

Extent of maintenance work conducted the night prior to the aircraft departure could not be verified as all records for the aircraft were on board the aircraft at the time of its ditching. The facility where the work was completed is also unknown.

b) The aircraft was operated privately. It was not known if the mass and center of gravity were within prescribed limits. Family members confirmed the aircraft was loaded with personal items, luggage and aircraft supplies.

c) The amount of fuel on board is unknown. The place where fuel was uploaded is also unknown. All

efforts to locate the facility where the aircraft departed or uplifted fuel were fruitless.

## **1.7 METEOROLOGICAL INFORMATION**

Bahamas Meteorological Department Bahamas Area Forecast dated Thursday 24<sup>th</sup> December, 2009 valid for 12 hours from 1200 UTC was reviewed.

Special Features section of the report indicated a high pressure system over the Bahamas creating fresh breezes.

Significant Weather section of the report indicated, scattered<sup>6</sup> to broken<sup>7</sup> clouds 1,500 to 2,500 feet, with tops at 5,000 to 7,000 feet were forecasted.

A variable broken layer was forecasted for 6,000 to 8,000 feet. Few towering cumulus<sup>8</sup> and cumulonimbus<sup>9</sup> clouds were expected mainly in the northwestern and central Bahamas. Towering cumulus expected to 12,000 feet.

Forecasted Upper Winds and Temperature for the same time period from 1200 UTC showed at 10,000 feet in the southeast Bahamas the winds were forecasted from a direction of 240 degrees and a speed of 17 knots.

Temperature was forecasted at the 10,000 feet altitude at 07 degree Centigrade. The pilot planned and maintained an altitude of 11,000 feet (1,000 feet above the reported altitude winds and temperature).

Sunset was expected at 5:27pm local EST.

It was not known if the pilot received a weather report prior to departure from Ft. Lauderdale Executive Airport. It was also not known whether the pilot received any enroute weather report from Miami Center or Nassau Flight Service Station.

Weather forecast expected in the Providenciales area during the period of December 24 to 25 was a wind from 050 degrees at 8 knots. Visibility were expected to be unrestricted with scattered clouds at a about 2,200 feet.

## **1.8 AIDS TO NAVIGATION**

At the time of the accident the aircraft had available to it, Bimini VORTAC<sup>10</sup> on frequency 116.7 and Nassau VOR<sup>11</sup> on frequency 112.7 for its enroute navigation prior to continuing with Miami Control

Center. Both VOR and VORTAC equipment were reported as serviceable.

## **1.9 COMMUNICATIONS**

As the aircraft was on an instrument flight plan he was in contact with both Nassau Air Traffic Control enroute and subsequently Miami center in the southeast Bahamas region.

## **1.10 AERODROME INFORMATION**

Departure or arrival Aerodrome information not provided as the aircraft did not crash on an aerodrome.

## **1.11 FLIGHT RECORDERS**

N2484R was not fitted with a flight recorder as none was required by regulations for this type of aircraft.

## **1.12 WRECKAGE AND IMPACT INFO**

No aircraft wreckage or impact information available as the aircraft is reported as missing and up to the publication of this report no further information was available to verify whether or not the aircraft or its wreckage was located or recovered.

## **1.13 MEDICAL AND PATHOLOGICAL**

Remains recovered were transported to the Princess Margaret Hospital Morgue. Up to the production of this draft report, results of the autopsy or toxicology to reveal the cause of death were not available.

Family members and forensic testing later identified the remains as that of one of the occupant of the aircraft Mr. Bancroft Osbert Nyack. The whereabouts or remains of Mr. Travis Compton has, to the date of this report, not been located or recovered.

## **1.14 FIRE**

No examination of the wreckage could be conducted as the aircraft is still classified as missing.

## 1.15 SURVIVAL ASPECTS

A search was initiated immediately by the US Coast Guard. The extent of the search efforts attached as Appendix 5.0.

## 1.16 TESTS AND RESEARCH

No tests or research conducted as aircraft still classified as missing.

## 1.17 ADDITIONAL INFORMATION

No other pertinent information relevant at this time.

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<sup>1</sup> The 24 hour clock is used to describe the time of day, Coordinated Universal Time (UTC) as particular events occurred.

<sup>2</sup> Instrument flight rules (IFR) are regulations and procedures for flying aircraft by referring only to the aircraft instrument panel for navigation. Even if nothing can be seen outside the cockpit windows, an IFR-rated pilot can fly while looking only at the instrument panel. An IFR-rated pilot can also be authorized to fly through clouds, using Air Traffic Control procedures designed to maintain separation from other aircraft. Training is normally done in simulated IFR conditions with training aids such as blockcalls to help a pilot concentrate only on the instrument panel.

<sup>3</sup> Control tower aircraft accident / incident preliminary notice confirmed aircraft level at altitude 11,000 feet.

<sup>4</sup> "Fatal injury" - means any injury which results in death within 30 days of the accident.

<sup>5</sup> Annual Inspection. Any reciprocating-engine powered or single-engine turbojet/turbo propeller powered small aircraft (12,500 pounds and under) flown for business or pleasure is required to be inspected at least annually by an FAA certificated A&P mechanic holding an Inspection Authorization (IA), by an FAA certificated repair station that is appropriately rated, or by the manufacturer of the aircraft. The aircraft may not be operated unless the annual inspection has been performed within the preceding 12 calendar months. A period of 12 calendar months extends from any day of a month to the last day of the same month the following year. However, an aircraft with the annual inspection overdue may be operated under a special flight permit issued by the FAA for the purpose of flying the aircraft to a location where the annual inspection can be performed.

<sup>6</sup> Scattered Clouds means occasional clouds

<sup>7</sup> Broken Clouds - clouds which cover between 6/10 and 9/10 of the sky

<sup>8</sup> Cumulus Clouds - A column of rising air that has condensed into a dense, non-fibrous cloud with distinct outlines, appearing much like a rising mound or dome. The base of the cloud is relatively flat and dark, while the tower is usually white and sunlit.

<sup>9</sup> Cumulonimbus Clouds - Cumulonimbus clouds (Cb) are much larger and more vertically developed than fair weather cumulus. They can exist as individual towers or form a line of towers called a squall line.

<sup>10</sup> TACTical Air Navigation, commonly referred to by the acronym TACAN, is a navigation system used by military aircraft. It provides the user with bearing and distance (slant-range) to a ground or ship-borne station. It is a more accurate version of the VHF omnidirectional range/distance measuring equipment (VOR/DME) system that provides

bearing and range information for military aviation. At VORTAC facilities where a VOR is combined with a TACAN, the DME portion of the TACAN system is available for civil use.

<sup>11</sup> VOR, short for VHF Omni-directional Radio Range, is a type of radio navigation system for aircraft. A VOR ground station broadcasts a VHF radio composite signal including the station's identifier, voice (if equipped), and navigation signal. The identifier is morse code. The voice signal is usually station name, in-flight recorded advisories, or live flight service broadcasts. The navigation signal allows the airborne receiving equipment to determine a magnetic bearing from the station to the aircraft (direction from the VOR station in relation to the Earth's magnetic North at the time of installation). VOR stations in areas of magnetic compass unreliability are oriented with respect to True North. This line of position is called the "radial" from the VOR. The "intersection" of two radials from different VOR stations on a chart provides an approximate position of the aircraft.

## **2.0 ANALYSIS**

Not Applicable.

## **3.0 CONCLUSIONS**

### **3.1 FINDINGS**

1. The pilot was properly certified and qualified for the flight.
2. The airplane was properly certificated and maintained in accordance with existing regulations.
3. There was no evidence to support whether the pilot received a standard weather briefing prior to departure.
4. There was no evidence to support whether the pilot received an abbreviated or enroute weather briefing.

### **3.2 PROBABLE CAUSE**

A probable cause has been determined as ditching due to dual engine failure.

### **3.3 CONTRIBUTING FACTORS**

Based on the available evidence, it was reported that the aircraft relayed to Miami center that it suffered a left engine failure subsequently the right engine failed and the aircraft ditched.

## **4.0 SAFETY RECOMMENDATIONS:**

As a result of this investigation the AAIPU makes NO recommendations;

No further action will be taken on this investigation unless and until the other occupant or the aircraft or its wreckage is located and / or recovered.

Until such time, this investigation is considered closed.

In accordance with Annex 13 Chapter 5.13 If, after the investigation has been closed, new and significant evidence becomes available, the State which

conducted the investigation shall re-open it. However, when the State which conducted the investigation did not institute it, that State shall first obtain the consent of the State which instituted the investigation.