

Responsible entity	Bahamas AIB	File number	A17-002032
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Occurrence**Headline**

Headline	Missing Aircraft
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Occurrence filing information

File number	A17-002032	Responsible entity	Bahamas AIB
Occurrence status	Initial notification		
Occurrence moderator			

Where

State/area of occ	Central America and Caribbean Bahamas	Location name	Palmetto Point Eleuthera
		Latitude of occ	
		Longitude of occ	

When

Local date	5/15/2017	UTC date	5/15/2017
Local time	1:39 PM	UTC time	1:39 PM

Severity

Highest damage	Unknown	Damage not to a/c
Injury level	Fatal	Object damaged
Third party damage	No	

General weather conditions

Weather conditions	VMC	Weather relevant
Light conditions	Daylight	Visibility

Injury totals

	Fatal	Serious	Minor	None	Unknown	Total
Total on ground						
Total on aircraft	4					4
Grand total	4					4

Narrative**Narrative**

Narrative language

On May 15, 2017, at 1339 eastern daylight time, radar and voice communication were lost with a Mitsubishi MU2B-40 airplane, N220N, over international waters near Eleuthera, Bahamas.

Debris associated with the airplane was found floating amidst a fuel sheen the following day.

The United States Coast Guard conducted a search by air and sea for 3 days, but the commercial pilot and three passengers were not found. The airplane departed Rafael Hernandez Airport (TJBQ), Aguadilla, Puerto Rico, about 1100 and was destined for Space

Coast Regional Airport (TIX), Titusville, Florida. Instrument meteorological conditions prevailed, and an instrument flight rules flight plan was filed for the personal flight, which was conducted under the provisions of 14 Code of Federal Regulations Part 91. According to Federal Aviation Administration (FAA) records, the airplane was a recent purchase, and registered January 23, 2017. A review of the airplane's flight history revealed

that it was flown on the same route as the accident flight several times during the 4 months

that the pilot operated the airplane.

Preliminary radar and voice communication information from the FAA revealed the airplane

departed TJBQ, climbed to FL240 (24,000 ft), and maintained the same relative heading,

airspeed and altitude for about 2.5 hours. The airplane was handled by the Miami Air Route

Traffic Control Center (ZMA) as it entered an area of overlapping radar coverage. The overlapping facilities were ZMA, Nassau Approach Control, and Grand Turks Radar. ZMA management reported that radar targets transitioning this area at "low" altitude will enter "coast" status for about 1 minute before the targets are fully reacquired. After approximately 3 minutes in a coast status, the ZMA controller attempted to contact N220N without success.

There were no further communications with the airplane despite multiple attempts by air

traffic control, and no further radar targets that could be associated with the airplane were

acquired. The floating debris and fuel sheen were in an area consistent with the

airplane's final radar target.

The pilot held a commercial pilot certificate with ratings for airplane single engine land, multiengine land, and instrument airplane. His most recent FAA third-class medical certificate was issued December 12, 2016, and the pilot reported 1,480 total hours of flight experience on that date.

According to FAA records, the airplane was manufactured in 1981. Its most recent annual inspection was completed December 30, 2016 at 4,634.2 total aircraft hours. The airplane was scheduled for a 100-hour inspection to be performed on May 16, 2017. At 1400, the weather recorded at Linden Pinning International Airport (MYNN), about 80 miles west of the airplane's track, included scattered clouds at 1,200 ft, a broken ceiling at 3,000 ft, and an overcast ceiling at 10,000 ft, calm wind, and visibility 10 statute miles in light rain. The temperature was 26° C, and the dew point was 23° C. The altimeter setting was 29.97 inches of mercury.

Satellite imagery in the area surrounding the airplane's radar track depicted a consistent cloud layer with cloud tops around FL400 (40,000 ft), and upper air soundings confirmed icing conditions between -10° and -20° C in clouds.

At 1340, a PIREP (pilot report) was issued for light to moderate rime icing. The PIREP was received from a Boeing 737 airplane.

Aircraft

Aircraft identification

Manufacturer/model	MITSUBISHI MU2	State of registry	United States
		Aircraft registration	N220N

Year built	Call sign
Serial number	Flight number

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Aircraft operation

Operator		Operation type	Non-Commercial Operations Business
Operator type	Other		
ICAO information	Unknown	Schedule type	Non-scheduled
Flight status (STS)		Ops range	

Itinerary

Last departure point	Puerto Rico (U.S.) TJBQ (BQN): Aguadilla/Raphael Hernandez Pr.	Flight phase	En route
		Duration of flight	3.5 Hour(s)
Planned destination	United States of America KTIX (TIX) [TIX]Titusville,Fl/Space Coast Rgnl	Occ. on ground	Unknown

Injuries on board

	Fatal	Serious	Minor	None	Unknown	Total
Pilot						
Co-pilot						
Cabin crew						
Other flight crew						
Crew Total	1					1
Passengers	3					3
Other on Aircraft						
Unknown						
Total	4					4