



# Aviation Investigation Final Report

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<b>Location:</b>	Andros Island,	<b>Accident Number:</b>	ERA12WA142
<b>Date &amp; Time:</b>	January 7, 2012, 13:24 Local	<b>Registration:</b>	N723EA
<b>Aircraft:</b>	CIRRUS DESIGN CORP SR22	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of engine power (total)	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

## Probable Cause and Findings

### Findings

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## Factual Information

### History of Flight

<b>Enroute-cruise</b>	Loss of engine power (total) (Defining event)
<b>Emergency descent</b>	Ditching

On January 7, 2012, about 1324 eastern standard time, a Cirrus Design Corp. SR22, N723EA, registered to and operated by M&W Aviation LLC, descended into water near Andros Island, Bahamas, following deployment of the Cirrus Airframe Parachute System (CAPS). Visual meteorological conditions prevailed at the time and a visual flight rules (VFR) flight plan was filed for the 14 Code of Federal Regulations (CFR) Part 91 personal flight from Kendall-Tamiami Executive Airport (TMB), Miami, Florida, to Toussaint Louverture International Airport (MTPP), Port-au-Prince, Haiti. The airplane sustained substantial damage and the certificated commercial pilot and one passenger were not injured. The flight originated from TMB about 1217.

The pilot stated that the day before the accident date, the airplane was test flown by another pilot following an annual inspection involving extensive maintenance. Additionally, the pilot reported that on the accident date prior to the accident flight, he test flew the airplane in the traffic pattern at TMB; no discrepancies were reported.

The flight departed TMB climbing uneventfully to 9,500 feet, and about 45 minutes into the flight, the oil pressure began to drop from mid 40 psi into the 30 psi range. He decided to divert to Andros Island, advised air traffic control of the situation, and later declared an emergency. He reported the oil pressure decreased to zero, and the engine, which had been running very smoothly, began to shake and then seized. The pilot trimmed for best glide speed, but after recognizing that he was unable to reach Andros Island, deployed the Cirrus Airframe Parachute System (CAPS) when the flight was at about 2,200 feet. The parachute deployed, and the airplane descended to the water hitting flat and firmly. Both occupants who were wearing inflatable life jackets evacuated the airplane, boarded a life raft, and were rescued.

The investigation is under the jurisdiction of the Government of the Bahamas. Any further information pertaining to this accident may be obtained from:

Manager of Flight Standards, Bahamas  
P.O. Box AP 59244  
Nassau, N.P. Bahamas  
Phone: (242) 377-3445/3448  
Facsimile: (242) 377-6060

This report is for information purposes only, and contains only information released by or

obtained for the Bahamian Government.

### Pilot Information

<b>Certificate:</b>	Commercial; Flight instructor; Private	<b>Age:</b>	58, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine; Instrument airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3	<b>Last FAA Medical Exam:</b>	November 1, 2010
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>			

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CIRRUS DESIGN CORP	<b>Registration:</b>	N723EA
<b>Model/Series:</b>	SR22	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	1512
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	January 6, 2012 Annual	<b>Certified Max Gross Wt.:</b>	3400 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1179 Hrs as of last inspection	<b>Engine Manufacturer:</b>	CONT MOTOR
<b>ELT:</b>		<b>Engine Model/Series:</b>	IO-550-N(27)
<b>Registered Owner:</b>	M & W AVIATION LLC	<b>Rated Power:</b>	310 Horsepower
<b>Operator:</b>	M & W AVIATION LLC	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	MYNN,16 ft msl	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	13:00 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Few / 2000 ft AGL	<b>Visibility</b>	6 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	7 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	50°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.17 inches Hg	<b>Temperature/Dew Point:</b>	27°C / 11°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Miami, FL (TMB )	<b>Type of Flight Plan Filed:</b>	VFR
<b>Destination:</b>	(MTPP)	<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>	12:17 Local	<b>Type of Airspace:</b>	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	24.43,-78.199996(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Monville, Timothy
<b>Additional Participating Persons:</b>	Eric West; FAA/AVP-100; Washington, DC
<b>Original Publish Date:</b>	November 3, 2020
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=82665">https://data.ntsb.gov/Docket?ProjectID=82665</a>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).