



# Aviation Investigation Final Report

<b>Location:</b>	Atlantic Ocean, Atlantic Ocean	<b>Accident Number:</b>	ERA19TA120
<b>Date &amp; Time:</b>	March 5, 2019, 15:15 UTC	<b>Registration:</b>	N345DM
<b>Aircraft:</b>	Cirrus SR22	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of engine power (total)	<b>Injuries:</b>	2 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported that the yellow low oil engine pressure light illuminated about 2 hours into the flight while the airplane was at 8,000 ft mean sea level. The analog oil pressure gauge confirmed the low oil pressure reading of 25 psi. The oil pressure continued to drop, and the pilot notified air traffic control of the situation. As the oil pressure dropped to 2 psi, the engine vibrated strongly and the propeller stopped. The pilot established best glide speed and deployed the airplane parachute system about 1,500 ft above the water. The airplane landed in the water in an upright position. The life raft was inflated, and the pilots egressed from the airplane and were subsequently rescued by a passing cruise ship about 2 hours later. The airplane was not recovered from the ocean, which precluded a postaccident examination.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

A loss of oil pressure and subsequent total loss of engine power for undetermined reasons.

### Findings

**Not determined** (general) - Unknown/Not determined



## Factual Information

### History of Flight

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

On March 5, 2019, about 1515 Coordinated Universal Time (UTC), a Cirrus SR22 airplane, N345DM, was ditched into the Atlantic Ocean about 25 miles southeast of Grand Turk, Turks and Caicos. The private pilot and one passenger sustained minor injuries. The airplane was not recovered and presumed substantially damaged. The flight was operated by the pilot as a Title 14 Code of Federal Regulations Part 91 personal flight. Day, visual meteorological conditions prevailed near the accident site, and an instrument flight rules flight plan was filed. The flight originated at Henry E. Rohlsen Airport (TISX), St. Croix, United States Virgin Islands about 1315 and was destined for Providenciales International Airport (MBPV), Providenciales, Turks and Caicos.

The pilot, who was the airplane owner, reported that the yellow low oil engine pressure light illuminated about 2 hours into the flight while at 8,000 ft mean sea level. The analog oil pressure gauge confirmed the low oil pressure reading of 25 psi. The oil pressure continued to drop and the pilot notified air traffic control of the situation. As the oil pressure dropped to 2 psi, the engine vibrated strongly and the propeller stopped. The pilot established best glide speed and deployed the airplane parachute system at 1,500 ft above the water. The airplane landed in the water in an upright position. The life raft was inflated and the pilots egressed from the airplane. They were subsequently rescued by a passing cruise ship about 2 hours later.

A review of the aircraft maintenance records revealed that an annual inspection of the airframe and engine was completed on November 30, 2019, at 2,657 hours total aircraft time. The owner reported that about 50 hours of flight time accrued since the inspection.

The wreckage was not recovered.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	56, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	4-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 With waivers/limitations	<b>Last FAA Medical Exam:</b>	March 28, 2017
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	March 31, 2017
<b>Flight Time:</b>	3000 hours (Total, all aircraft), 2300 hours (Total, this make and model), 75 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cirrus	<b>Registration:</b>	N345DM
<b>Model/Series:</b>	SR22	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	2003	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	0761
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	November 30, 2018 Annual	<b>Certified Max Gross Wt.:</b>	3400 lbs
<b>Time Since Last Inspection:</b>	50 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2657 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	C91A installed	<b>Engine Model/Series:</b>	IO-550-N27
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	310 Horsepower
<b>Operator:</b>	On file	<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>	MBJT,10 ft msl	<b>Distance from Accident Site:</b>	20 Nautical Miles
<b>Observation Time:</b>	10:00 Local	<b>Direction from Accident Site:</b>	307°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	30 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	St Croix (TISX)	<b>Type of Flight Plan Filed:</b>	IFR
<b>Destination:</b>	Providenciales, AO (MBPV)	<b>Type of Clearance:</b>	IFR
<b>Departure Time:</b>	13:15 UTC	<b>Type of Airspace:</b>	Unknown

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Minor	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 Minor	<b>Latitude, Longitude:</b>	37.634746,-72.862037(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Hicks, Ralph
<b>Additional Participating Persons:</b>	Charles McKinley; FAA/S FL FSDO; Miramar, FL Brad Miller; Cirrus Aircraft; Duluth, MN Michael Council; Continental Motors; Mobile, AL
<b>Original Publish Date:</b>	December 3, 2020
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 3</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=99060">https://data.nts.gov/Docket?ProjectID=99060</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](#).