



Aviation Investigation Final Report

Location:	Atlantic Ocean, Atlantic Ocean	Accident Number:	ERA19TA120
Date & Time:	March 5, 2019, 15:15 UTC	Registration:	N345DM
Aircraft:	Cirrus SR22	Aircraft Damage:	Substantial
Defining Event:	Loss of engine power (total)	Injuries:	2 Minor
Flight Conducted Under:	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

Enroute-cruise	Loss of engine power (total) (Defining event)
Emergency descent	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

Certificate:	Private	Age:	56, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	March 28, 2017
Occupational Pilot:	No	Last Flight Review or Equivalent:	March 31, 2017
Flight Time:	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

Aircraft Make:	Cirrus	Registration:	N345DM
Model/Series:	SR22	Aircraft Category:	Airplane
Year of Manufacture:	2003	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	0761
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	November 30, 2018 Annual	Certified Max Gross Wt.:	3400 lbs
Time Since Last Inspection:	50 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2657 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	C91A installed	Engine Model/Series:	IO-550-N27
Registered Owner:	On file	Rated Power:	310 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	MBJT,10 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	10:00 Local	Direction from Accident Site:	307°
Lowest Cloud Condition:	Clear	Visibility	30 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	St Croix (TISX)	Type of Flight Plan Filed:	IFR
Destination:	Providenciales, AO (MBPV)	Type of Clearance:	IFR
Departure Time:	13:15 UTC	Type of Airspace:	Unknown

Wreckage and Impact Information

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

Administrative Information

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

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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](#).