



# National Transportation Safety Board Aviation Accident Final Report

---

<b>Location:</b>	DUNCAN TOWN, Bahamas	<b>Accident Number:</b>	MIA88FA260
<b>Date &amp; Time:</b>	08/19/1988, 1430 EST	<b>Registration:</b>	N39272
<b>Aircraft:</b>	PARTENAVIA P-68C	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	6 Fatal
<b>Flight Conducted Under:</b>	Part 129: Foreign		

---

## Analysis

THE ACFT CRASHED IN THE OCEAN NR DUNCAN TOWN, BAHAMAS. THE WX ACCORDING TO WITNESSES WAS VMC. THE FLT HAD BEEN AIRBORNE ENROUTE FROM NASSAU FOR ABOUT 1 HR AND 20 MINUTES. WITNESSES ON A NEARBY BOAT SAID THE ACFT WAS FLYING IN A SLIGHT LEFT BANK WHEN THE LEFT WING SEPARATED FROM THE ACFT. THE ACFT ROLLED TO THE LEFT AND IMPACTED THE WATER. THE WRECKAGE SANK WHERE THE WATER WAS ABOUT 50 FT DEEP. THE LEFT OUTBOARD WING PANEL WAS RECOVERED AND EXAMINED AT THE NTSB LAB. ALL FRACTURES WERE FOUND TO BE FROM OVERSTRESS. NO PREEXISTING CRACKS WERE FOUND AND NO EVIDENCE OF FATIGUE OR FAILURE FROM CORROSION. THE WING TIP HAD CRUSHING DAMAGE AND A BLUE PAINT TRANSFER AS IF FROM A COLLISION. THE PARTLY BLUE VERTICAL STAB WAS DAMAGED FROM THE SEPARATED WING SECT STRIKING IT. THE WX REPORTED EN ROUTE WAS: BROKEN TO OVERCAST WITH RAIN SHOWERS AND ISOLATED THUNDERSTORMS. EXAM OF THE LATER RECOVERED INBOARD LEFT WING SECTION SHOWED SEPARATION OF THE OUTBOARD WING SECTION RESULTED FROM OVERSTRESS.

## Probable Cause and Findings

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

## Findings

---

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation: CRUISE - NORMAL

### Findings

1. (C) WING,SPAR - FAILURE,TOTAL
2. (C) DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND

-----

Occurrence #2: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: DESCENT

-----

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

### Findings

3. TERRAIN CONDITION - WATER

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	20, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-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>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 1 Invalid Medical for flight	<b>Last FAA Medical Exam:</b>	08/26/1986
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	275 hours (Total, all aircraft), 35 hours (Last 90 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PARTENAVIA	<b>Registration:</b>	N39272
<b>Model/Series:</b>	P-68C P-68C	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	283
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	7
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	4000 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>		<b>Engine Model/Series:</b>	IO-360-C1A6D
<b>Registered Owner:</b>	MTD AIR SERVICES INC	<b>Rated Power:</b>	210 hp
<b>Operator:</b>	M D AIR SERVICES, INC.	<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	0 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	NASSAU, OF (MYNN)	Type of Flight Plan Filed:	VFR
Destination:	DUNCAN TOWN, OF	Type of Clearance:	VFR
Departure Time:	1312 EST	Type of Airspace:	Class G

## Wreckage and Impact Information

Crew Injuries:	2 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	4 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	6 Fatal	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	BRUCE J HILL	Report Date:	11/24/1989
Additional Participating Persons:			
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).