



National Transportation Safety Board

Operations

Captain David Tew
Operations Group Chairman



Operational Issues

- In-flight engine failure procedures
- Ditching procedures
- Shoulder harness usage
- Pilot proficiency



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Air Sunshine Flight 527, Cessna 402C, N314AB, Treasure Cay, Bahamas

In-flight Engine Failure Procedures

- Air Sunshine procedures and training called for the pilot to immediately advance engine power levers.
- Air Sunshine procedures called for cowl flap to be closed on failed engine.
- Pilot did not perform engine failure procedures as required.
 - He did not initially advance power levers
 - He did not close engine cowl flap



Ditching Procedures

- Air Sunshine and Cessna ditching procedures call for 45° of flaps when ditching the airplane.
- Flaps were found extended to the 15° position.



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Shoulder Harness Usage

- Federal Regulations require that pilots wear their shoulder harnesses during ditchings.
- Pilot was not wearing his shoulder harness during the ditching.
- Pilot suffered a head injury during the ditching.
- Pilot reported that he was dizzy as a result of a head injury.



Pilot Proficiency

- Pilot failed nine FAA flight checks.
- Pilot was terminated from Arrow Air for not completing his pilot training.
 - Unsatisfactory performance on his scanning and checklist skills, including response and organization
- Pilot failed to follow proper procedures during accident flight.



Pilot Proficiency Conclusion

- Staff concludes that the pilot had a history of below-average proficiency before the accident flight, which contributed to his inability to maintain maximum flight performance and reach land after the right engine failed.



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