

NATIONAL TRANSPORTATION SAFETY BOARD
Vehicle Recorder Division
Washington, D.C. 20594

June 14, 2016

Flight Data Recorder Addendum 1

Specialist's Factual Report
By Cassandra Johnson

1. EVENT SUMMARY

Location: Miami, Florida
Date: February 11, 2015
Aircraft: Beech 1900C
Registration: YV1674
Operator: Aeropanamericano C.A.
NTSB Number: ERA15FA129

On February 11, 2015, at 1439 eastern standard time (EST), a Beech 1900C, Venezuelan registration VY1674, registered to and operated by Aeropanamericano, C.A., was destroyed during collision with terrain, following a loss of engine thrust during initial climb from Kendall-Tamiami Executive Airport (KTMB), Miami, Florida. The two foreign certificated pilots and two passengers were fatally injured. The repositioning flight was conducted under the provisions of Title 14 *Code of Federal Regulations* (CFR) Part 91. Visual meteorological conditions prevailed and an instrument flight rules flight plan was filed for the planned flight to Providenciales International Airport (MBPV), Providenciales, Turks and Caicos.

2. ADDENDUM SUMMARY

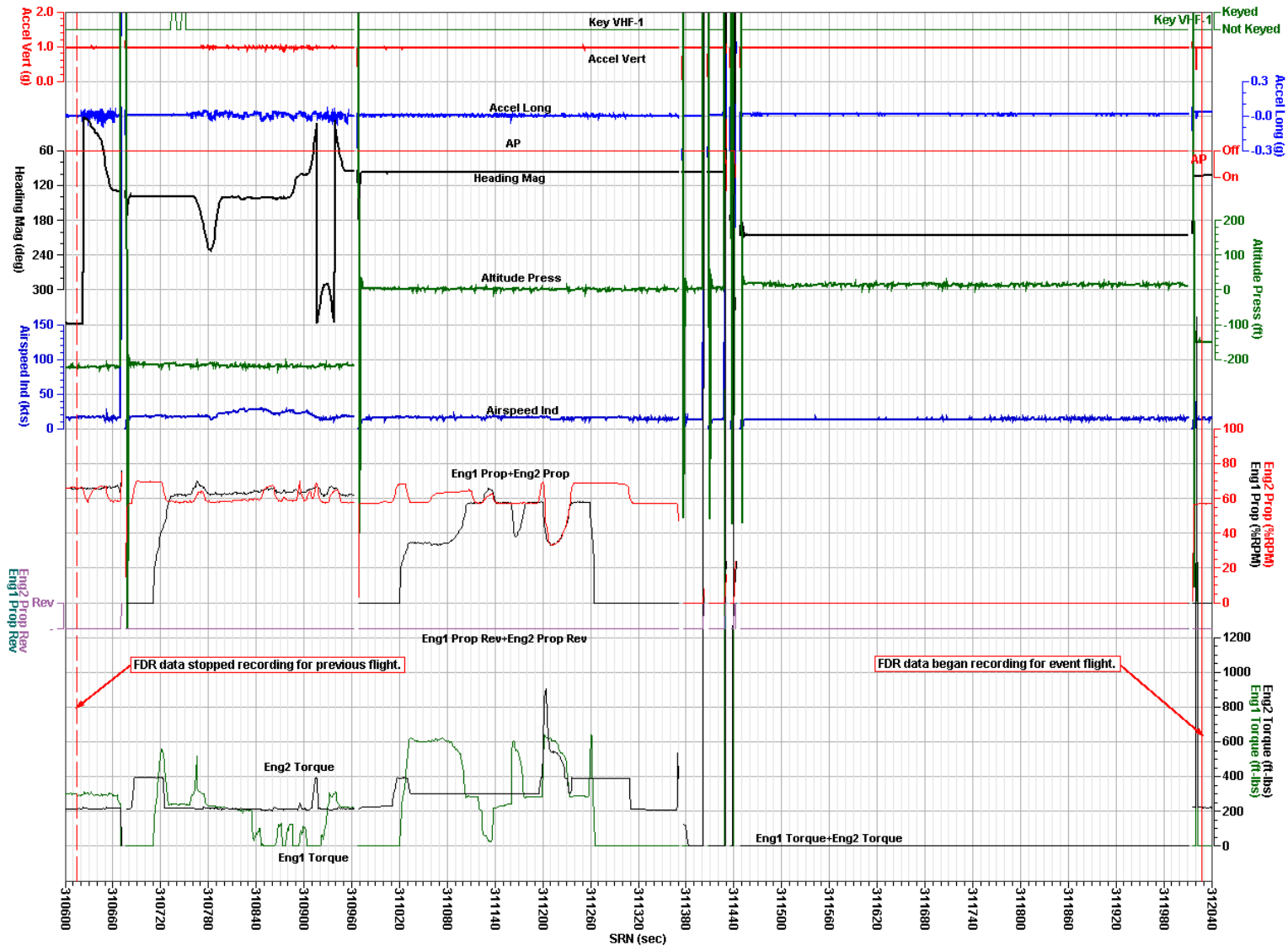
This Addendum adds additional flight data recorder (FDR) data recorded from when the FDR stopped recording from the previous flight up to when the FDR began recording for the February 11, 2015 event flight.

As discussed in the FDR Specialist's Factual Report, timing of the FDR data is measured in subframe reference number (SRN), where each SRN equals one elapsed second. For the FDR data provided in this addendum, the timing of the FDR data was left as SRN since real time (for example, Coordinated Universal Time) was not recorded, nor was it required to be recorded.

Figure 1 contains FDR data recorded from when the FDR stopped recording from the previous flight up to when the FDR data began recording for the February 11, 2015 event flight. The figure is from 310,600 SRN to 312,040 SRN.

The corresponding tabular data used to create figure 1 are provided in electronic comma separated value (*.csv) format as attachment 1 to this Addendum.

Figure 1. Plot of parameters from end of previous flight to when FDR began recording event flight.



Revised: 8 June 2016

FDR data from end previous flight to FDR began recording event flight

National Transportation Safety Board