

February 8th, 2019
First Officer, Rolland Silva
Convair CV-340 (N145GT)
KOPF-MYNN/MYNN-KOPF

I arrived to the aircraft I noticed that it had yet to be loaded, seeing this I texted the Captain Hopkins that we had a cargo delay so he could arrange notifications to customs accordingly. I performed the pre flight, and first flight of the day checklist I observed everything in order, including fuel ADI, and oil. I met with the maintenance director and reviewed the aircraft logs and upcoming inspections and then he signed the release. I walked back to the aircraft and completed the weight and balance.

Once the cargo was finished being loaded, I secured the rear of the fuselage and pulled the chocks from the landing gear. Captain Hopkins proceeded to call for engine start checks, which I completed. Completing the necessary checklist I called for our IFR clearance and we began to taxi out of our ramp where we could perform our designated run up and engine checks.

After the run up and necessary checks were complete, with no abnormalities. We called for our taxi clearance and proceeded to taxi to runway 9L via taxiway November. After receiving our take off clearance, we lined up on the centerline of the runway and applied Takeoff power. (53" manifold pressure, 2,700 RPM) with ADI. At 40 knots I called airspeed alive, 80 knots I acknowledged the captain had the flight controls. I called Positive rate gear up. Climb checks were completed passing 800' msl. At our final cruise altitude of 7,000' msl, the Captain leveled off and called for the cruise checklist. I brought the throttles back to 30" manifold pressure, simultaneously adjusting the propeller controls to 2000 RPM. During the transition to cruise, the left prop control became stuck at 2400 RPM. After two unsuccessful attempts at resetting the circuit breaker the captain decided to match both prop settings at 2400 RPM. Cruise Checklist was completed.

Decent, approach, and landing where uneventful.

Unloading in MYNN, another walk around was performed by both the captain and I. The aircraft had sufficient fuel and oil.

Before startup the captain and I were able to reset the left prop.

After receiving our IFR clearance back to KOPF, a run up was performed and both props were cycled to low and high lights illuminating, all indications were within perimeters.

Takeoff was performed with 53" Dry with no abnormal indications. While transitioning to climb checklist the left prop became stuck at 2400RPM. The Captain reset the circuit breaker and accidentally moved the prop to 2700 RPM, where after two unsuccessful attempts at resetting the circuit breaker the problem could not be fixed. The captain convinced me that our best option was to cancel IFR, and proceed VFR flight following direct KOPF @4500'msl.

After reducing power the left engine to bring the RPM down to 2400 RPM, the captain decided to fly the leg. I questioned his decision, and suggested we turn back to land at MYNN and await maintenance. The captain again convinced me that what we were doing was not only acceptable, but had been done before. I did not want to argue on a decision based on his extensive experience. I quickly calculated numbers in case we needed to divert to an airport along our route, and found MYBS to be roughly 5 miles North of our route. I then looked up the single engine performance profiles on my ipad to make sure that we not only had enough fuel, but that we would have enough for an alternate airport if needed. All the calculations told me that not only did we have enough fuel, but that cross-feeding fuel was not going to be necessary. I informed captain Hopkins of the calculations which he acknowledged. Roughly 60 miles from MYNN Captain Hopkins brought up his concern of a possible fuel imbalance, and requested for me to look through both the Q.R.H., and abnormal procedures checklist for cross-feeding fuel. I did as requested and noticed him tracing the steps with his finger. I questioned his concern with the fuel quantity gauges reading within parameters.

We continued the flight with no incident until passing Bimini, where the captain called for a gentle VFR decent to KOPF. All engine instruments indicated normally, when all of a sudden the right engine began to surge and lose power. Captain Hopkins turned both boost pumps on and tried to stabilize the right engine with the mixture and throttle. The engine then began to backfire and shake violently with variations in the BMEP, fuel pressure, and fuel flow indications as well as variations in RPM and manifold pressure. The emergency checklist was called and read allowed for Engine Failure. Each step was confirmed by both the Captain and I. The right engine was feathered and mixture brought to the cutoff position. Moments later the Left engine began to surge and shake violently with variations in the BMEP, fuel pressure, and fuel flow indications as well as variations in RPM and manifold pressure. At this point the captain tried to get control of the Left engine, meanwhile I declared an emergency over the radio.

The Captain was maneuvering the aircraft for a water landing when I started preparing to ditch. I checked my 4 point harness, and scooted my seat back. I held onto the yoke with my left hand, then braced with my right hand on the dash.

The impact threw me forward, smashing my head and the rest of my body into the yoke, center console, instrument panel, and glare shield. I felt the aircraft come to a rocking

halt, I pushed myself away from the instrument panel and realized my seat had broken from the impact. I unbuckled my four point harness and turned my head to see the captain unconscious slumped over the yoke.

I got out of my seat and shuffled over to Captain Hopkins yelling his name while simultaneously shaking his arm, trying to get him to respond, by this time water was rising above my chest. I tried to get him out of his seat but he was too heavy for me to lift. Unable to help him, I proceeded to kick the cockpit door open, as the water level from the cockpit and the fuselage equalized back to chest deep. I immediately noticed the tail of the aircraft was missing and seeing sunlight, I searched for the life raft.

I located the life raft floating in the water. I wrapped my arms around the life raft, took a deep breath and started swimming towards the opening at the rear of the aircraft. Once I was free I inflated the life raft and climbed into the raft and after locating the survival pouch I grabbed the flare gun, loaded one cartridge and looked around for nearby boats or aircraft. Above me I saw a multi engine propeller aircraft several thousand feet above. I aimed near the aircraft and fired the first round. I emptied the cartridge, reloaded and secured the trigger to prevent an accidental misfire. I then started taking inventory of supplies and securing them to the raft. Several minutes later, I was later rescued by the United States Coast Guard.