

**AVIATION OCCURRENCE REPORT**  
**ROCKY POINT- CLARENDON**  
**SABRELINER 60 - REGISTRATION XB-JMR**  
**JANUARY 23, 2021**

**1.0 History of Flight**

1.1 On Saturday January 23, 2021, a Sabreliner with registration XB-JMR on a domestic Flight Plan with two pilots on board departed Guadalajara for Queretaro in Mexico. On reaching a cruising altitude of 20,000 feet the crew changed destination and shortly after disappeared off Mexican Radar. Mexican Authorities suspect the Transponder was turned off by the crew. (*Mexican SAR Report – January 23, 2021*).

1.2 The aircraft entered the Kingston Flight Information Region (KIN FIR) without a filed Flight Plan, south of Jamaica and at approximately 6:14pm local the crew declared an emergency. The crew reported to Air Traffic Control that they were at 10,000 feet and 14 miles from land and on a heading of 055 degrees (heading north-east). The crew requested instructions to land at the nearest airport due to one engine shut down. (*KATCC Mayday Report – January 23, 2021*) (*Radar/Audio Tapes- January 23, 2021*).

1.3 The aircraft was observed on radar heading in a north-east direction in the vicinity of the Vernamfield area then changed direction to a south-east heading. The aircraft began circling the Portland Cottage area in Clarendon, 'squawking' Transponder code A1327 and climbing out of 17,000 feet at 6:20pm local. Search and Rescue was initiated with the Jamaica Defence Force at 6:22pm local. On reaching 18,000 feet the aircraft disappeared from radar at 6:34pm local - Transponder possibly turned off by crew. (*KATCC Mayday Report – January 23, 2021*) (*Radar Tapes- January 23, 2021*).

1.4 The Aircraft impacted the shoreline south-east of the White Sand Beach area of Rocky Point in Clarendon (17°45'55.69"N 77°15'42.94"W) at approximately 6:39pm local. (*Radar Tapes – January 23, 2021*). (Fig. 1- Rocky Pont).

## **2.0 Crash Site Visit**

- 2.1 On Sunday January 24, 2021, a site visit was conducted by personnel from the Operations and Airworthiness units of the Flight Safety Division. With assistance from the Security Forces, photographic evidence of the site was collected.
- 2.2 Crash site and aircraft vandalized.
- 2.3 Aircraft may have made a gear up/flaps up landing (*Fig 2: Cockpit Switches*). Left-wing leading-edge slats were deployed indicating low airspeed and possible high angle of attack at time of impact (*Fig 3: Left Wing*).

## **3.0 Injury to Persons**

- 3.1 Injury to persons onboard is unknown.
- 3.2 Based on the Mexican SAR Report, the flight plan was filed in Guadalajara with two pilots to be on board.
- 3.3 No persons were found on board at the crash site (on arrival of security Personnel).

## **4.0 Personnel Information**

- 4.1 Documentation provided by the Mexican Authorities indicated both pilots scheduled to be onboard were Mexican Nationals in possession of Mexican Air Transport Pilot Licences with expiry dates of 7<sup>th</sup> November 2021 and 14<sup>th</sup> September 2021.
- 4.2 Copies of their Mexican Licences indicate they were 55 and 63 years of age.
- 4.3 Pilot Licences indicate they were type rated on the Sabreliner 60.
- 4.4 Medical Certificates not seen.

## **5.0 Aircraft Information (XB-JMR)**

- 5.1 Rockwell Sabreliner NA-265-60, Serial number 306-35.
- 5.2 Engine type: Two Pratt & Whitney JT12A-8N Turbojet engines; engine #1 serial number P673115NB & engine #2 serial number P673119NB (3,300 lbs. of thrust each engine).

5.3 State of Manufacturer: USA.

5.4 State of the Operator/Registry: Mexico. **Aviacion Ejecutiva Del Bajio, S.A. DE C.V.**

5.5 Date of Manufacture: 1968.

5.6 Airworthiness: Valid Certificate of Airworthiness (expiry date December 18, 2021).

## **6.0 Aircraft Damage**

6.1 Phase of Flight: Landing (off airport).

6.2 Substantial Damage: both wings and center section torn from fuselage (Fig. 4-impact damage).

6.3 Both engines showing impact damage to lower engine cowling. (Fig 5).

6.4 No post-crash fire observed. (Fig. 2).

6.5 No signs of fire on both engine exhaust and inlet areas. (Fig. 6 & 6A).

6.7 The impact broke the aircraft into three sections. See Debris Field Diagram (Fig.7).

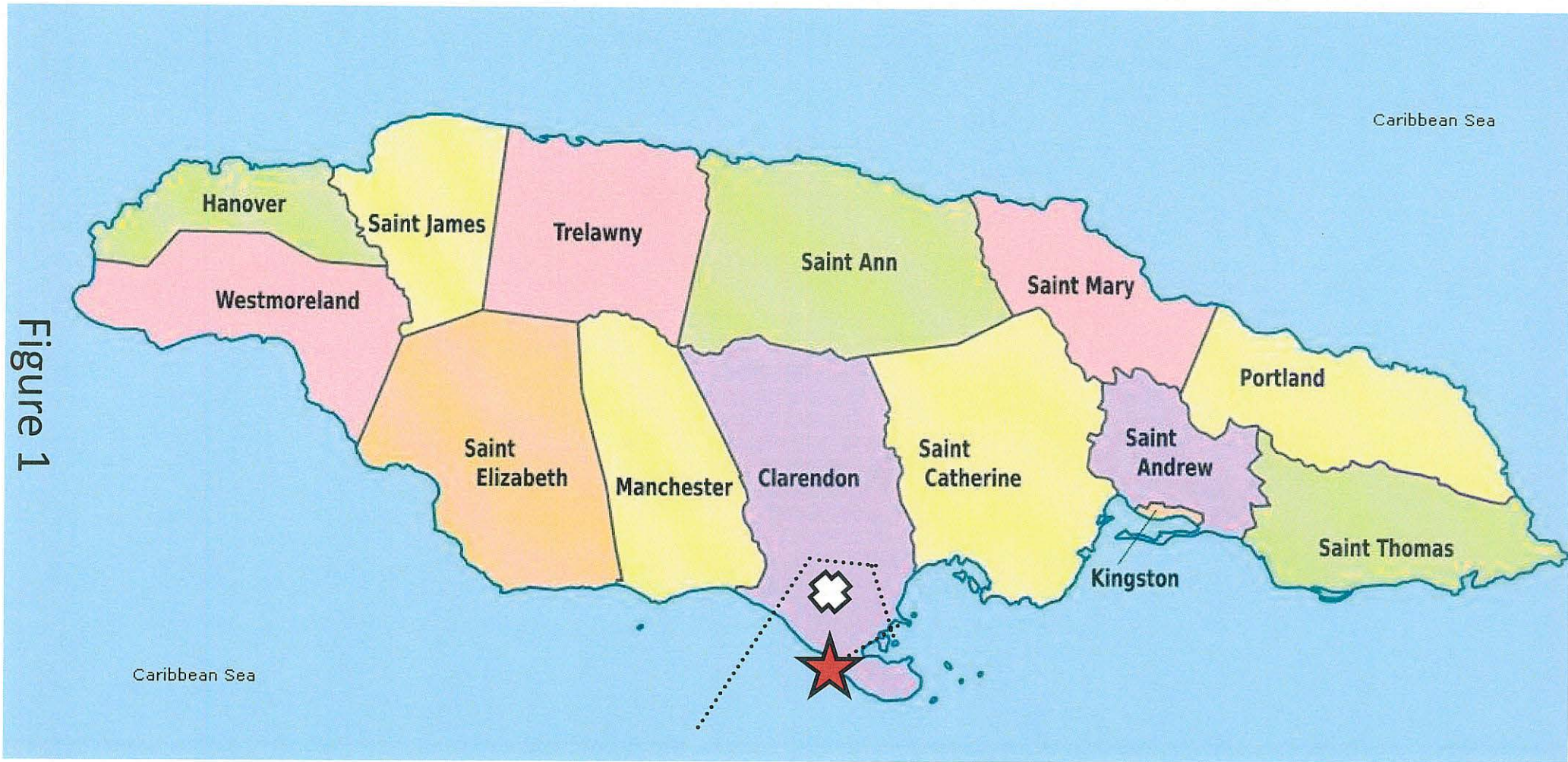
6.8 The aircraft cabin had evidence of possible vandalism (Fig. 8).

## **7.0 Meteorological Conditions**

7.1 Day Visual Meteorological Conditions existed at time of accident (dusk).

**Note 1:** This report is from a Civil Aviation perspective.

Figure 1



Vernamfield Airstrip (Abandoned)



Aircraft track XB-JMR



Crash site



Landing Gear Switch

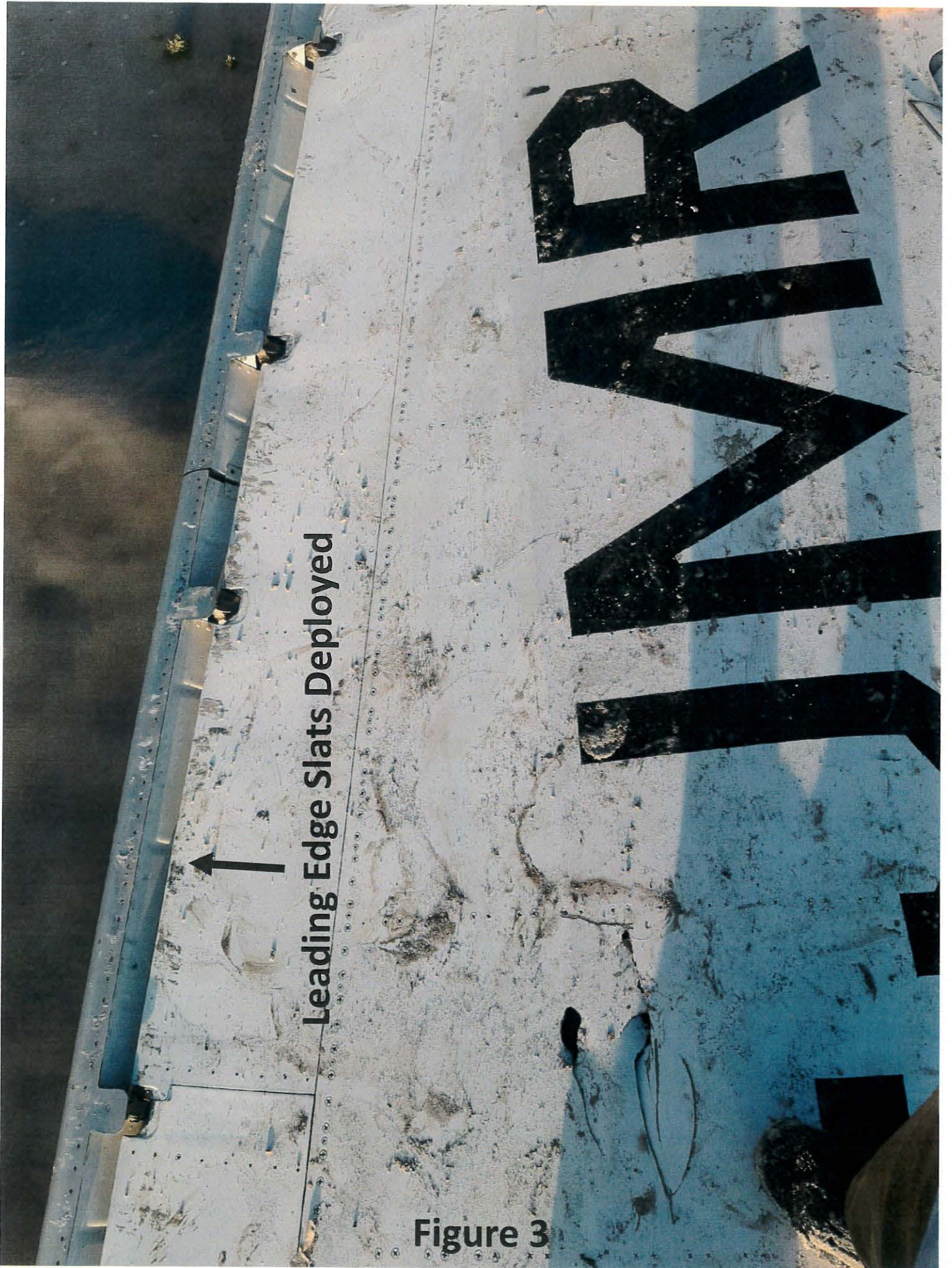
Fuel Indicator



Flap Switch

Figure 2





Leading Edge Slats Deployed

Figure 3



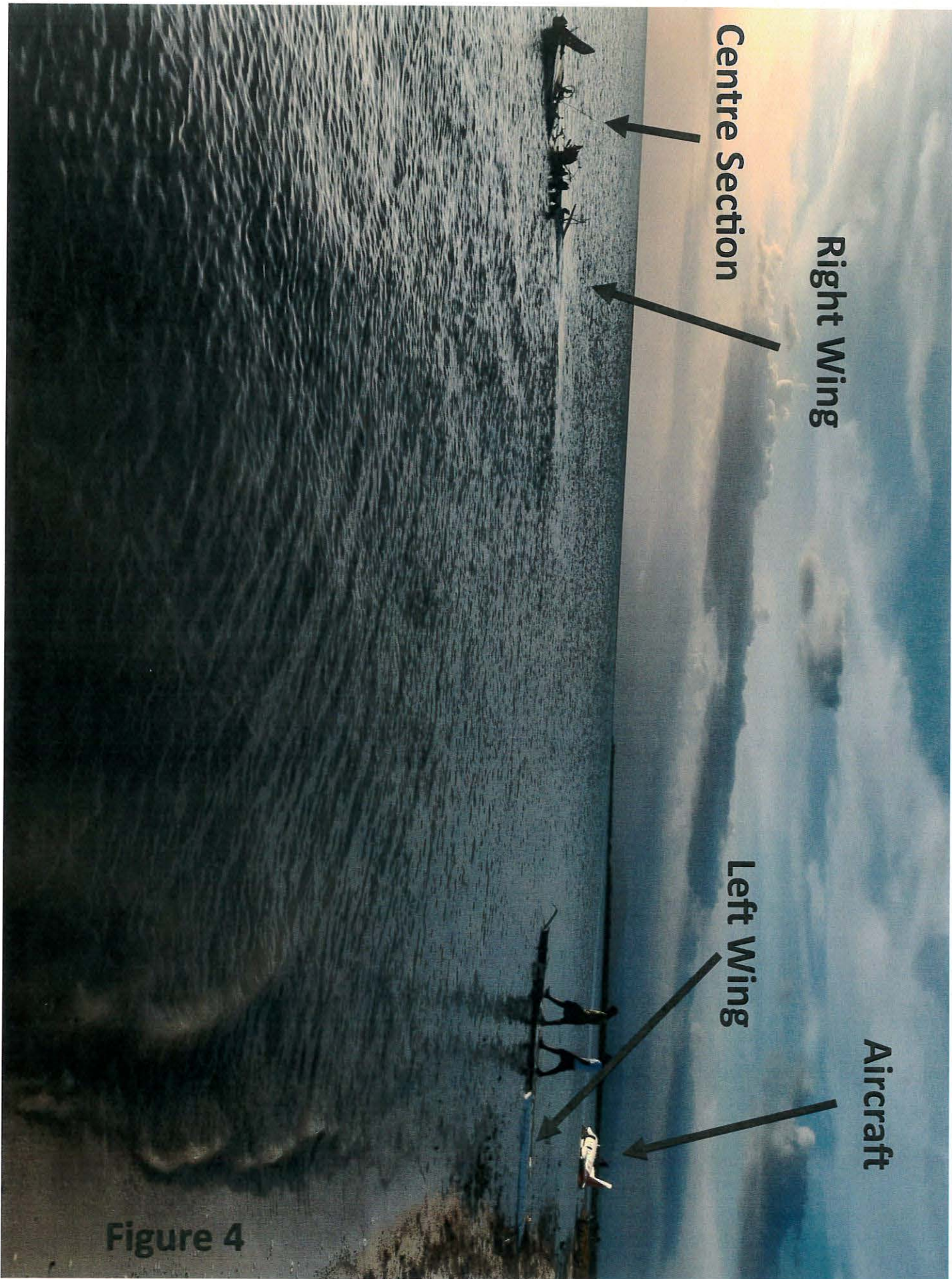


Figure 4

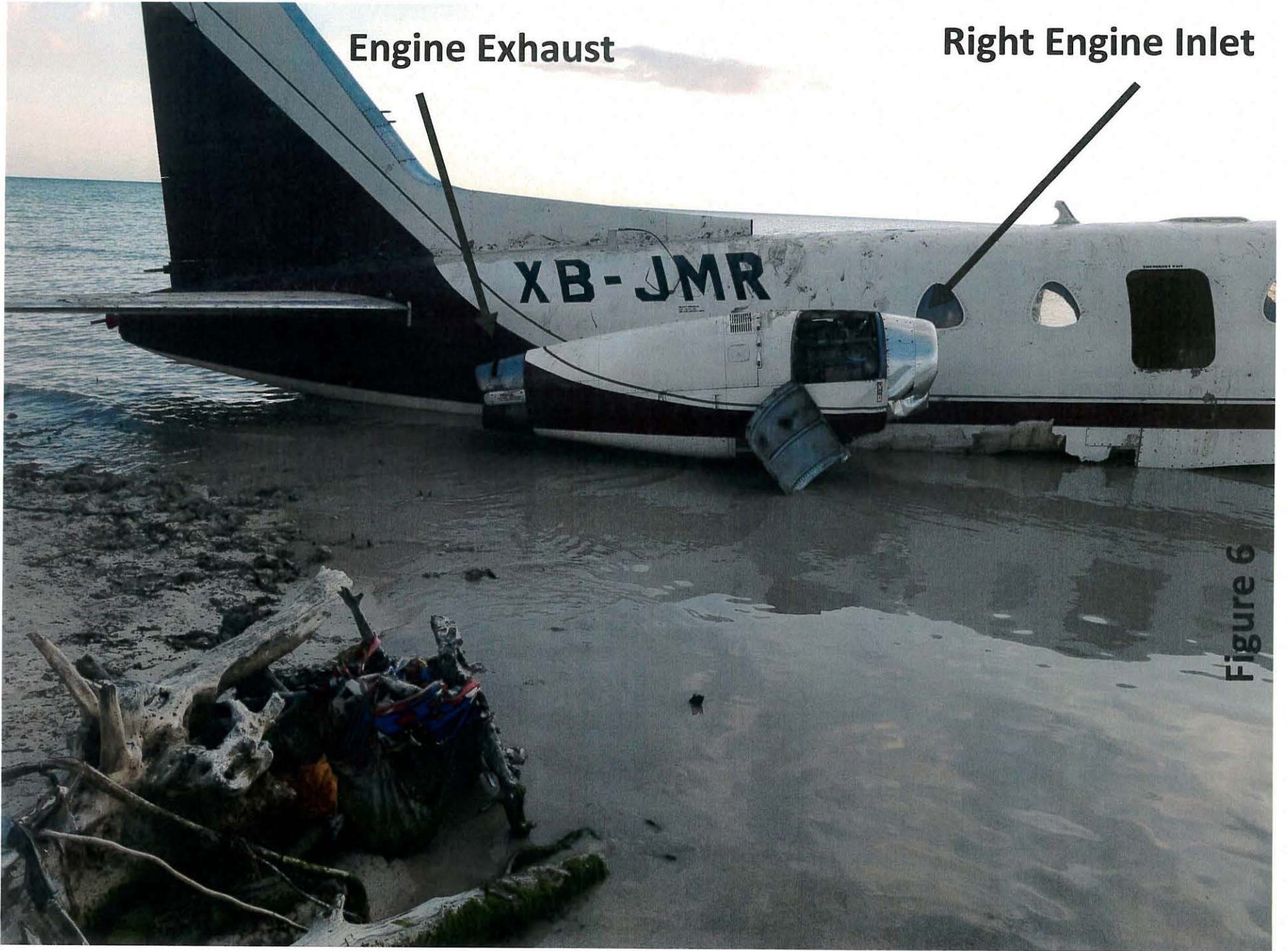


# Impact Damage Lower Engine Cowling



Figure 5





Engine Exhaust

Right Engine Inlet

XB-JMR

Figure 6



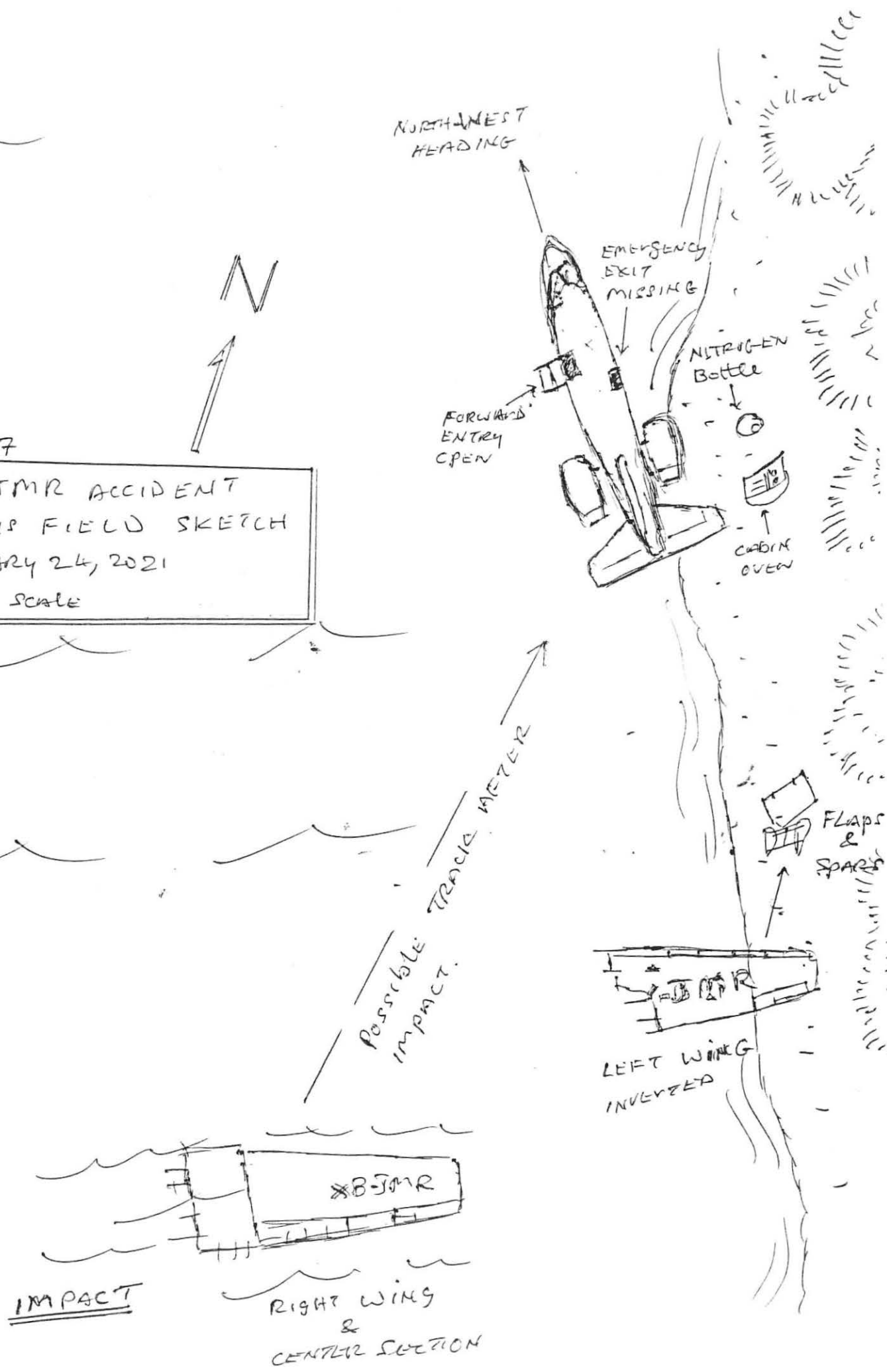


Left Engine Intake

Figure 6A

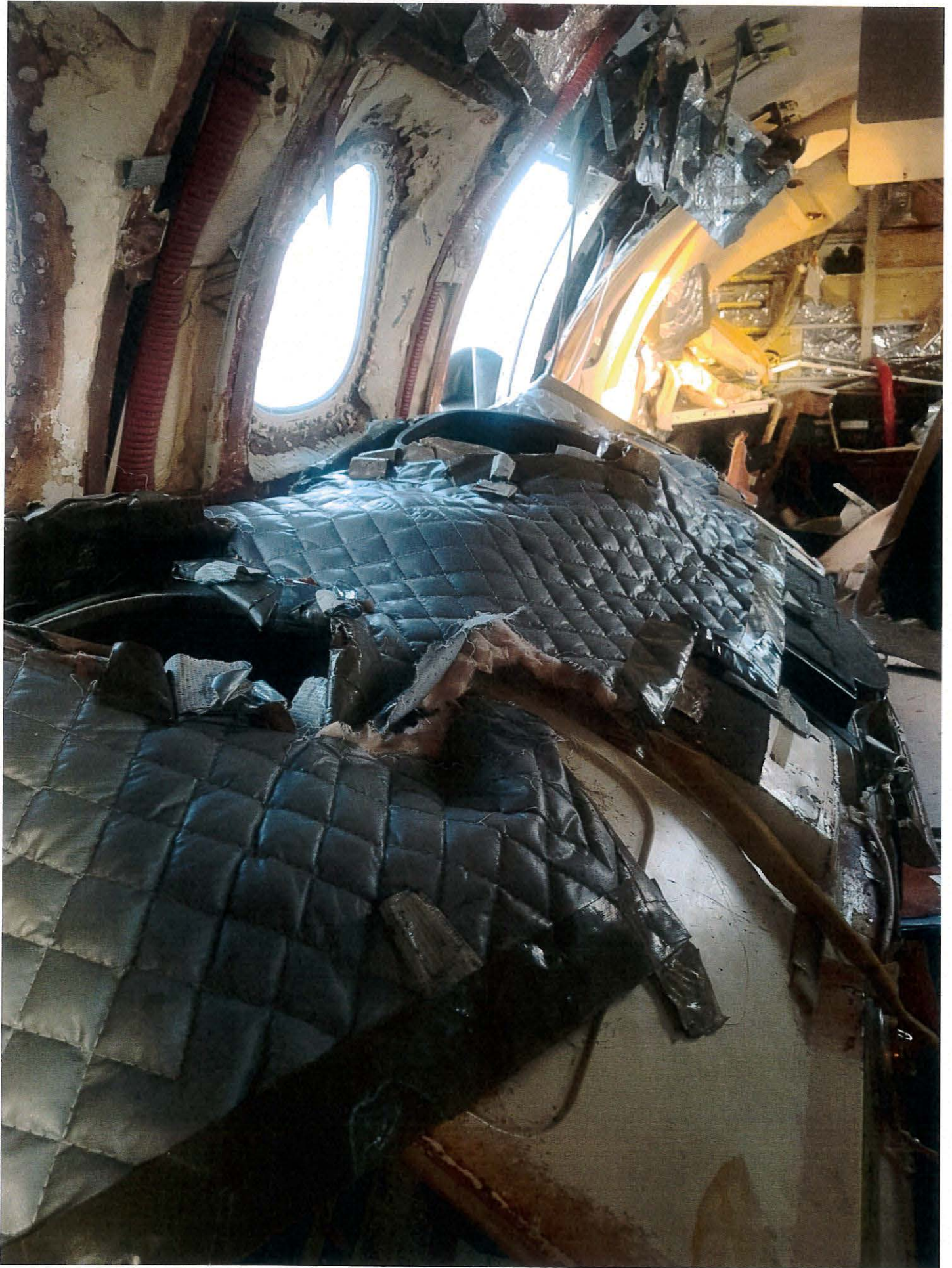


FIG 7  
NOTE: XB-JMR ACCIDENT  
DEBRIS FIELD SKETCH  
JANUARY 24, 2021  
NOT TO SCALE





# Aircraft Cabin



**Figure 8**