



National Transportation Safety Board Aviation Accident Final Report

Location:	MONROE, NC	Accident Number:	MIA97LA077
Date & Time:	02/01/1997, 1148 EST	Registration:	N70F
Aircraft:	Beech 95-B55	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Fatal, 1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The passenger said that before the flight the pilot was complaining about 'not feeling well.' During the flight the pilot's condition got worse, he complained about 'tingling in his fingers and pressure on his chest.' Several witnesses saw the airplane on final approach, about 50 to 100 feet above the ground, flying erratically, heading towards buildings and hangers. The pilot became too ill to fly the airplane, and the passenger had taken control of the airplane, and landed without hitting any buildings, but struck a pole with the right wing. An autopsy was performed on the pilot, and according to the Autopsy Report, the pathological diagnoses were: 'Ischemic heart disease (coronary atherosclerosis, focal, severe) and pulmonary congestion with focal hemorrhage.' Cause of death: 'Ischemic heart disease.'

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: pilot incapacitation as result of Ischemic heart disease.

Findings

Occurrence #1: MISCELLANEOUS/OTHER
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (C) AIRCRAFT CONTROL - UNCONTROLLED - PILOT IN COMMAND
2. (C) INCAPACITATION(CARDIOVASCULAR) - PILOT IN COMMAND

Factual Information

On February 1, 1997, about 1148 eastern standard time, a Beech 95-B55, N70F, registered to Insight Talent Inc., was substantially damaged during a forced landing, near Monroe, North Carolina. The commercial-rated pilot was removed from the wreckage, and taken to a local hospital, where he was pronounced "dead." One passenger was not injured. Visual meteorological conditions (VMC) prevailed in the vicinity, and no flight plan had been filed. The local personal flight was being conducted in accordance with Title 14 CFR Part 91.

According to the FAA inspector's statement the passenger told him that before the flight the pilot was complaining about "not feeling well." During the flight the pilot's "condition got worse, he complained about tingling in his fingers and pressure on his chest." Several witnesses saw the airplane on final approach, about 50 to 100 feet above the ground, flying erratically, heading towards buildings and hangers. The pilot became too ill to fly the airplane, and the passenger had taken control of the airplane, and landed without hitting any buildings, but struck a pole with the right wing.

The FAA inspector talked to the medical examiner, and said the medical examiner stated that the "pilot died instantly and was dead before the aircraft hit the ground."

An autopsy was performed on the pilot, on February 3, 1997, at the Medical Examiner's Office, Chapel Hill, North Carolina, by Dr. Robert L Thompson. According to the Autopsy Report, the pathological diagnoses was: "Ischemic heart disease...coronary atherosclerosis...focal, severe pulmonary congestion with focal hemorrhage." Cause of death: "Ischemic heart disease."

Toxicological tests were conducted at the Medical Examiner's Office, Chapel Hill, North Carolina, and revealed, "...no drugs or alcohol detected...."

Pilot Information

Certificate:	Commercial	Age:	47, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	09/12/1995
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	2800 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N70F
Model/Series:	95-B55 95-B55	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	TC-1637
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	08/30/1996, Annual	Certified Max Gross Wt.:	5100 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:	3014 Hours	Engine Manufacturer:	Continental
ELT:	Installed	Engine Model/Series:	IO-470L
Registered Owner:	INSIGHT TALENT INC.	Rated Power:	260 hp
Operator:	INSIGHT TALENT INC.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	CLT, 749 ft msl	Distance from Accident Site:	30 Nautical Miles
Observation Time:	1152 EST	Direction from Accident Site:	295°
Lowest Cloud Condition:	Scattered / 15000 ft agl	Visibility	25 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	17° C / 0° C
Precipitation and Obscuration:			
Departure Point:	(EQY)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1145 EST	Type of Airspace:	

Airport Information

Airport:	MONROE (EQY)	Runway Surface Type:	Asphalt
Airport Elevation:	679 ft	Runway Surface Condition:	Dry
Runway Used:	23	IFR Approach:	None
Runway Length/Width:	5500 ft / 100 ft	VFR Approach/Landing:	Forced Landing

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal, 1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	ALAN J YURMAN	Report Date:	04/10/1998
Additional Participating Persons:	ROBERT SCHILLING; CHARLOTTE, NC		
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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.ntsbt.gov/pubdms/ .		

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