



National Transportation Safety Board Aviation Accident Data Summary

Location:	TULSA, OK	Accident Number:	FTW00LA222
Date & Time:	08/01/2000, 1000 CDT	Registration:	N817R
Aircraft:	ROMERO SEA REY	Injuries:	1 Serious
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot reported that during cruise flight at 1,100 to 1,200 msl in the vicinity of a lake, she 'blacked out' and that she had 'no pre-warning of impending danger physical or otherwise.' The experimental amphibious airplane impacted the lake and came to rest floating upside down in the water. Review of the pilot's medical records revealed the pilot had a heart condition diagnosed as PSVT (paroxysmal supraventricular tachycardia), and for over ten years had experienced episodes of symptomatic atrial fibrillation. At the time of the accident, the pilot's experience was consistent with a transient ischemic attack (TIA or 'mini-stroke') as a result of a clot that formed in her heart. Such clots typically form during periods of atrial fibrillation and are propelled into the brain when the heart resumes beating normally again. The pilot had not complied with physician instructions regarding the use of medication. On her FAA medical certificate applications (third class and second class), the pilot had not provided a complete medical history.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:
The loss of control by the pilot due to incapacitation for unknown reasons.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: CRUISE

Findings

1. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (C) INCAPACITATION(LOSS OF CONSCIOUSNESS) - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

3. TERRAIN CONDITION - WATER

Pilot Information

Certificate:	Commercial	Age:	57
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Single-engine; Instrument Airplane
Flight Time:	911 hours (Total, all aircraft), 36 hours (Total, this make and model), 41 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	ROMERO	Registration:	N817R
Model/Series:	SEA REY SEA REY	Engines:	1 Reciprocating
Operator:	GABRIEL AND SONDR A ROMERO	Engine Manufacturer:	Rotax
Operating Certificate(s) Held:	None	Engine Model/Series:	912S
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	TUL, 638 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Broken / 10000 ft agl	Wind Speed/Gusts, Direction:	Calm / ,
Temperature:	23°C	Visibility	7 Miles
Precipitation and Obscuration:			
Departure Point:	, OK (RVS)	Destination:	

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	JOYCE ROACH	Adopted Date:	07/02/2001
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 pubin@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.