



# National Transportation Safety Board Aviation Accident Data Summary

|                                |                                      |                         |            |
|--------------------------------|--------------------------------------|-------------------------|------------|
| <b>Location:</b>               | Nantucket, MA                        | <b>Accident Number:</b> | NYC06FA040 |
| <b>Date &amp; Time:</b>        | 12/01/2005, 1644 EST                 | <b>Registration:</b>    | N64PW      |
| <b>Aircraft:</b>               | Beech B-55                           | <b>Injuries:</b>        | 1 Fatal    |
| <b>Flight Conducted Under:</b> | Part 91: General Aviation - Personal |                         |            |

## Analysis

The instrument rated pilot obtained a weather briefing from a flight service station (FSS), filed an instrument flight rules (IFR) flight plan, and proceeded in a Beech B-55 on a return flight to his home airport. The flight was in radio and radar contact with air traffic control (ATC). As the airplane intercepted the localizer course for the instrument landing system (ILS) approach, the Approach controller vectored the airplane off the localizer for spacing. The controller then vectored the airplane back onto the localizer, and cleared the flight for the ILS approach. At that time, the airplane was approximately 2 miles prior to the final approach fix (FAF), at 300 feet above the crossing altitude, and a groundspeed of 140 knots. The controller advised the pilot to contact the local air traffic control tower (ATCT), but did not provide a frequency. The controller was not required to provide the frequency, and recalled that the airplane was based at the destination airport. The airplane crossed the FAF at 300 feet above the crossing altitude, at a groundspeed of 110 knots. The airplane tracked the localizer course above the glideslope, and then flew below the glideslope during the approach. The Automated Radar Terminal System (ARTS) generated the first of two Minimum Safe Altitude Warning (MSAW) alerts. At the time, the airplane was 600 to 700 feet agl; and a second MSAW alert was generated when the airplane was approximately 200 feet agl. The Approach and ATCT controllers were required to provide those warnings to the accident pilot; however, they did not. At 200 feet, the pilot asked the Approach controller for the local ATCT frequency. The Approach controller advised the pilot of the frequency, but radar contact and radio communication were lost when the airplane impacted the Atlantic Ocean approximately 1 mile from the airport. Night instrument meteorological conditions prevailed at the time, with an overcast ceiling of 400 feet, and visibility 2 1/2 miles in light rain and mist.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain the proper glidepath during the instrument approach, which resulted in controlled flight into water. Factors were the failure of the air traffic controllers to issue minimum safe altitude warnings, night lighting conditions, and a low ceiling.

## Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

### Findings

1. (F) LIGHT CONDITION - NIGHT
2. (C) PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
3. (F) WEATHER CONDITION - LOW CEILING

- 4. (F) UNSAFE/HAZARDOUS CONDITION WARNING - NOT ISSUED - ATC PERSONNEL(DEP/APCH)
- 5. TERRAIN CONDITION - WATER
- 6. (F) UNSAFE/HAZARDOUS CONDITION WARNING - NOT ISSUED - ATC PERSONNEL(LCL/GND/CLNC)

## Pilot Information

|                                  |   |                              |                        |
|----------------------------------|---|------------------------------|------------------------|
| <b>Certificate:</b>              | Commercial  | <b>Age:</b>                  | 66                     |
| <b>Airplane Rating(s):</b>       | Multi-engine Land; Single-engine Land; Single-engine Sea  | <b>Instrument Rating(s):</b> | Airplane               |
| <b>Other Aircraft Rating(s):</b> | None  | <b>Instructor Rating(s):</b> | Airplane Single-engine |
| <b>Flight Time:</b>              | 5000 hours (Total, all aircraft), 400 hours (Total, this make and model), 5 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft) |                              |                        |

## Aircraft and Owner/Operator Information

|                                       |                                      |                             |                 |
|---------------------------------------|--------------------------------------|-----------------------------|-----------------|
| <b>Aircraft Make:</b>                 | Beech                                | <b>Registration:</b>        | N64PW           |
| <b>Model/Series:</b>                  | B-55                                 | <b>Engines:</b>             | 2 Reciprocating |
| <b>Operator:</b>                      | George F. Baker III                  | <b>Engine Manufacturer:</b> | Continental     |
| <b>Operating Certificate(s) Held:</b> | None                                 | <b>Engine Model/Series:</b> | IO-550-E        |
| <b>Flight Conducted Under:</b>        | Part 91: General Aviation - Personal |                             |                 |

## Meteorological Information and Flight Plan

|   |                       |                                     |                              |
|---|-----------------------|-------------------------------------|------------------------------|
| <b>Conditions at Accident Site:</b>     | Instrument Conditions | <b>Condition of Light:</b>          | Night                        |
| <b>Observation Facility, Elevation:</b> | ACK, 48 ft msl        | <b>Weather Information Source:</b>  | Weather Observation Facility |
| <b>Lowest Ceiling:</b>                  | Overcast / 400 ft agl | <b>Wind Speed/Gusts, Direction:</b> | 17 knots / , 20°             |
| <b>Temperature:</b>                     | 7°C                   | <b>Visibility</b>                   | 2.5 Miles                    |
| <b>Precipitation and Obscuration:</b>   | Light - Rain; Mist    |                                     |                              |
| <b>Departure Point:</b>                 | Teterboro, NJ (TEB)   | <b>Destination:</b>                 | Nantucket, MA (ACK)          |

## Airport Information

|                             |                          |                                  |         |
|-----------------------------|--------------------------|----------------------------------|---------|
| <b>Airport:</b>             | Nantucket Memorial (ACK) | <b>Runway Surface Type:</b>      | Asphalt |
| <b>Runway Used:</b>         | 6                        | <b>Runway Surface Condition:</b> | Dry     |
| <b>Runway Length/Width:</b> | 6303 ft / 150 ft         |                                  |         |

## Wreckage and Impact Information

|                             |                       |                            |           |
|-----------------------------|-----------------------|----------------------------|-----------|
| <b>Crew Injuries:</b>       | 1 Fatal               | <b>Aircraft Damage:</b>    | Destroyed |
| <b>Passenger Injuries:</b>  | N/A                   | <b>Aircraft Fire:</b>      | None      |
| <b>Ground Injuries:</b>     | N/A                   | <b>Aircraft Explosion:</b> | None      |
| <b>Latitude, Longitude:</b> | 41.253056, -70.060278 |                            |           |

## Administrative Information

Investigator In Charge (IIC): Robert J Gretz

Adopted Date: 10/31/2006

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](mailto:pubinq@ntsb.gov), or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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