



National Transportation Safety Board Aviation Accident Final Report

Location:	Fernandina Beach, FL	Accident Number:	ERA15LA114
Date & Time:	01/25/2015, 1430 EST	Registration:	N10616
Aircraft:	CESSNA 150	Aircraft Damage:	Substantial
Defining Event:	Controlled flight into terr/obj (CFIT)	Injuries:	1 Serious
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The commercial pilot was returning to his home airport during a personal cross-country flight. The pilot reported that, during the flight, he experienced a pain in his right shoulder, followed by intense pain in his left shoulder. Although he had experienced pain previously in his right shoulder during long car rides, he had never experienced pain in his left shoulder before. Due to the intense pain, the pilot contacted air traffic control, declared an emergency, and requested that an ambulance wait for his arrival. He attempted to line up to the runway for landing but was unable to do so. The airplane impacted a berm and nosed over about 1/2 mile from the airport. The pilot could not recall any other details after that time. The pilot extricated himself from the inverted airplane and was subsequently taken to a hospital. A postaccident examination of the airplane revealed no preimpact mechanical failures or malfunctions that would have precluded normal operation.

During the pilot's postaccident hospital evaluation, no definitive reason for the pain was found. However, considering the pilot's recollection, the intense pain he experienced likely impaired his ability to safely control the airplane and resulted in the accident.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's physical impairment due to intense pain, which resulted in his failure to maintain airplane control.

Findings

Aircraft	Performance/control parameters - Not attained/maintained (Cause)
Personnel issues	Impairment/incapacitation - Pilot (Cause) Aircraft control - Pilot (Cause)
Environmental issues	Object/animal/substance - Contributed to outcome

Factual Information

On January 25, 2015, about 1430 eastern standard time, a Cessna 150L, N10616, was substantially damaged when it impacted terrain while on approach to Fernandina Beach Municipal Airport (FHB), Fernandina Beach, Florida. The commercial pilot sustained serious injuries. Visual meteorological conditions prevailed and no flight plan was filed for the personal flight, which departed Lakeland Linder Regional Airport (LAL), Lakeland, Florida, at an unknown time, destined for FHB. The flight was conducted under the provisions of 14 *Code of Federal Regulations* Part 91.

During a postaccident interview, the pilot reported that, as was his usual procedure, he flew along the west boundary of the Jacksonville Class B airspace until he was due west of his home airport. At which time he turned the airplane east, flew along the north boundary of the Class B airspace, directly to his home base airport. The distance between the departure and destination airports was about 160 nautical miles. Shortly after making the turn to the east, he experienced a "pain" in his right shoulder, which he experienced before when on a "long" car ride. After adjusting his seating position, he reported that the pain was tolerable. About 20 miles from his home base airport an "intense pain" began in his left shoulder, which was something he had not experienced previously. He contacted air traffic control, declared an emergency, and requested that an ambulance wait for him at the airport due to the intense pain. He attempted to line up for runway 9; however, he stated that he was unable to do so. He could not recall any details after that time.

According to a Federal Aviation Administration (FAA) inspector that responded to the accident location, the airplane impacted a berm on the east edge of a retention pond, about 1/2 mile from the approach end of runway 13. The airplane left a ground scar about 200 ft in length; subsequently, the nose landing gear separated and the airplane nosed over coming to rest inverted on the top of the berm. Photographs provided by the FAA inspector revealed that the fuselage was buckled, the outboard approximate 4 ft of the left wing was impact damaged, the top of the rudder was damaged, and forward of the firewall was bent. The propeller blades exhibited blade tip curling beginning about mid-span of the blades. There were no preimpact malfunctions or abnormalities noted with the airplane, that would have precluded normal operation.

Aircraft recovery personnel reported that about 15 gallons of fuel was removed from the fuel tanks and that the fuel tanks were unbreached.

Aircraft maintenance records provided by the mechanic indicated that the airplane's most recent annual inspection was recorded on January 22, 2014. At the time of the inspection the airplane had 8,891.2 total hours time in service. The airplane was powered by a Continental O-200-A engine.

According to the FAA, the 90-year-old pilot's most recent medical certification examination occurred on May 15, 2014, and included the limitation for corrective lenses for both near and distant vision. The certificate was also marked "not valid for any class after May 31, 2015." He

had received a special issuance medical certificate due to diabetes since 2003. At the time of the medical examination, the pilot reported 25,265.5 total hours of flight experience.

Hospital records indicated that the pilot extricated himself from the airplane after the accident. He had been admitted to the hospital for about 3 weeks, due to injuries sustained during the accident. However, postaccident hospital evaluation found no definitive reason for the reported intense pain.

History of Flight

Enroute	Miscellaneous/other
Approach-VFR pattern final	Controlled flight into terr/obj (CFIT) (Defining event)

Pilot Information

Certificate:	Commercial	Age:	90, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 2 With Waivers/Limitations	Last FAA Medical Exam:	05/15/2014
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 25265 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N10616
Model/Series:	150 L	Aircraft Category:	Airplane
Year of Manufacture:	1973	Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	15074926
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	01/22/2014, Annual	Certified Max Gross Wt.:	1601 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	8891.2 Hours as of last inspection	Engine Manufacturer:	CONT MOTOR
ELT:		Engine Model/Series:	O-200-A
Registered Owner:	AIRBORNE DATA CONSULTANTS INC	Rated Power:	100 hp
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KNRB, 14 ft msl	Distance from Accident Site:	13 Nautical Miles
Observation Time:	1452 EST	Direction from Accident Site:	167°
Lowest Cloud Condition:	Few / 25000 ft agl	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.94 inches Hg	Temperature/Dew Point:	17° C / 1° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	LAKELAND, FL (LAL)	Type of Flight Plan Filed:	None
Destination:	Fernandina Beach, FL (FHB)	Type of Clearance:	VFR
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	FERNANDINA BEACH MUNI (FHB)	Runway Surface Type:	Asphalt
Airport Elevation:	15 ft	Runway Surface Condition:	Dry
Runway Used:	13	IFR Approach:	None
Runway Length/Width:	5152 ft / 100 ft	VFR Approach/Landing:	Full Stop; Straight-in

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
Total Injuries:	1 Serious	Latitude, Longitude:	30.617500, -81.474167 (est)

Administrative Information

Investigator In Charge (IIC):	Shawn Etcher	Report Date:	09/06/2017
Additional Participating Persons:	Jennifer Anderson; FAA/FSDO; Orlando, FL		
Publish Date:	09/06/2017		
Note:	The NTSB did not travel to the scene of this accident.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=90646		

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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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).