



National Transportation Safety Board Aviation Accident Final Report

Location:	ATLANTIC OCEAN, AO	Accident Number:	MIA99LA155
Date & Time:	05/12/1999, 0859 EDT	Registration:	N6138X
Aircraft:	Aero Commander 500B	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

The flight was on approach, and the pilot was in radio contact with approach control. For unknown reasons the pilot performed a 360-degree turn, without permission from the controller, and was then vectored to a different runway. After acknowledging the clearance to the new runway, the controller lost all contact with the flight. None of the radio communications indicated that the pilot was having mechanical or medical problems. A search was initiated by air and a debris field was located. Five yellow life jackets, 1 six man life raft, several unidentified pieces of white and gold airframe were recovered. The pilot and the wreckage were never recovered from the water. At the time of the accident the pilot's license had been suspended by the FAA.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: an in-flight collision with water for undetermined reasons, due to the wreckage never being recovered from the water.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: APPROACH

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Factual Information

On May 12, 1999, about 0859 eastern daylight time, an Aero Commander 500B, N6138X, registered to EEC Investment Inc., crashed into the Atlantic Ocean, near Nassau, Bahamas. Visual meteorological conditions prevailed at the time, and no flight plan was filed for the 14 CFR Part 91 personal flight. The airplane sank and was presumed to be destroyed. The commercial-rated pilot was presumed to be fatally injured. The flight had originated at an unknown time from Opa-Locka, Florida, en route to Nassau.

At the time of the accident, the pilot was in radio contact with Nassau Approach Control. According to Nassau approach the flight was west of the airport, inbound for landing. For some reason the pilot performed a 360-degree turn, without permission, and was then vectored to runway 09. None of the radio communications indicated that the pilot was having mechanical or medical problems.

According to the transcript of radio communications the pilot of N6138X, contacted Nassau Approach Control, at 0838:11, and reported his position was "about 50 miles west for landing." The pilot was given a transponder code of 0476, was radar identified as being 48 miles northwest of the airport, and was told to expect landing on runway 14.

At 0850:10, the approach controller said, "...turn left zero four zero vectors for runway one four your number three." The pilot acknowledge the transmission.

At 0851:16, the controller said, "...Turn further left ten degrees, traffic four miles southeast bound...at 1500 landing runway one four you'd be number two to follow." The pilot acknowledged the transmission.

The approach controller called the tower at 0854:18, and asked the tower controller, "...[N] 6138X he look like he headed to northwest...he made a right turn heading back."

At 0854:25, the approach controller called the pilot and said, "...I show you heading to the northwest are you still landing on one four." The pilot's answer was unreadable.

At 0854:39, the approach controller said, "Sir if you gonna make a three sixty out there you need to advise us when you making a three sixty. Join final, turn right on heading of one one zero and join finals runway one four."

At 0855:00, the control said, "...say altitude." The pilot answered, "altitude is." The control said, "Fly heading two seven zero," and pilot answered "seven."

At 0856:29, the controller said, "...turn left on a heading of one eight zero." The pilot repeated the heading.

The last transmissions were at 0858:18. The controller said, "...fly heading one three zero vectors for nine [runway 9]," and the pilot said "vector for nine." There were no further transmissions.

After communications were lost, a search was initiated by air and a debris field was located. Five yellow life jackets, a six-man life raft, several unidentified pieces of white and gold airframe were retrieved by the Bahamian Government. The pilot and the wreckage were never recovered from the water.

According to FAA security, at the time of the accident the pilot had several violations pending, and his pilot's license had been suspended.

Pilot Information

Certificate:	Commercial	Age:	58, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Unknown Expired	Last FAA Medical Exam:	
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1000 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Aero Commander	Registration:	N6138X
Model/Series:	500B 500B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	927-10
Landing Gear Type:	Retractable - Tricycle	Seats:	7
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	6750 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	TIO-540-B1A5
Registered Owner:	EEC INVESTMENT INC.	Rated Power:	310 hp
Operator:	EEC INVESTMENT INC.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	80°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	29° C
Precipitation and Obscuration:			
Departure Point:	OPA-LOCKA, FL (OPF)	Type of Flight Plan Filed:	VFR
Destination:	NASSAU, OF (MYNN)	Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	

Airport Information

Airport:	NASSAU INTERNATIONAL (MYNN)	Runway Surface Type:	Asphalt
Airport Elevation:	10 ft	Runway Surface Condition:	Dry
Runway Used:	9	IFR Approach:	None
Runway Length/Width:	8235 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	ALAN J YURMAN	Report Date:	03/02/2001
Additional Participating Persons:	NONE		
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.nts.gov/pubdms/ .		

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