



# National Transportation Safety Board Aviation Accident Final Report

---

<b>Location:</b>	PACIFIC OCEAN, PO	<b>Accident Number:</b>	LAX00LA203
<b>Date &amp; Time:</b>	05/23/2000, 1945 PDT	<b>Registration:</b>	N24CV
<b>Aircraft:</b>	Beech B200	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

---

## Analysis

En route from Arizona to California, the pilot became nauseous and began to vomit. The pilot advised air traffic that he was sick and radio contact was lost. The airplane had descended from 16,500 feet msl and was on an established course to his destination and level at 10,500 feet msl being flown by the autopilot. The last thing that he recalled was approaching his destination. When the pilot regained consciousness he looked outside the airplane to determine where he was. The surface was obscured in cloud cover. On his left side was a Navy F18 fighter plane, and they briefly communicated by hand signals. The F18 pilot indicated he should turn around towards land. The accident pilot determined that he was 186 nautical miles southwest of his destination and over the ocean. He reversed his course. The pilot attempted to contact air traffic without success; another aircraft relayed the pilot's message to air traffic. The pilot declared a medical emergency and advised that because of low fuel he would not be able to return to land. Within 10 minutes the fuel onboard was exhausted and the pilot configured the airplane for the best angle of glide and ditching at sea. Subsequently, the pilot descended through low stratus and ditched the airplane in the ocean at dusk. The pilot exited the airplane with a hand held VHF radio, two flashlights, a cell phone, and a trash bag for flotation; he climbed onto the top of the fuselage to await rescue. At this time it was dark. After about 30 minutes a Navy S3B circled the downed plane until a rescue helicopter arrived and rescued him. While at the pilot's Arizona residence he sprayed for bugs and insects using the pesticide 'Dursban.' During the process he opened the spray container to replenish the pesticide and the built-up pressure sprayed the vapor into his face. He cleaned himself up and then departed for the airport and the return flight to Palomar. He had bought food to eat during the flight, and shortly thereafter, he became sick in flight. The EPA as of June 8, 2000, has banned Dursban from the commercial market.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Physical incapacitation of the pilot from improper handling of a pesticide.

## Findings

---

Occurrence #1: DITCHING  
Phase of Operation: CRUISE

### Findings

1. TERRAIN CONDITION - NONE SUITABLE
2. TERRAIN CONDITION - WATER
3. LIGHT CONDITION - DUSK
4. (C) PHYSICAL IMPAIRMENT(OTHER TOXIC) - PILOT IN COMMAND

## Factual Information

On May 23, 2000, about 1945 hours Pacific daylight time, a Beech B200, N24CV, owned and operated by the pilot, was presumed destroyed during ditching into the Pacific Ocean about 160 miles southwest of San Diego, California. The commercial pilot, the sole occupant, received minor injuries. Visual meteorological conditions prevailed for the personal flight operating under 14 CFR Part 91. No flight plan was filed.

The flight originated at Parker, Arizona, about 1754 mountain standard time, and was destined for Palomar, California. The pilot was receiving VFR advisories from SOCAL Tracon en route to Palomar.

The pilot became nauseous en route and began to vomit. At 1838, he advised SOCAL that he was sick and radio contact was lost. He reported that he had removed his headset and turned on the external speaker. The airplane had descended from 16,500 feet msl and was on an established course to the destination. It was level at 10,500 feet msl and being flown by the autopilot. As the vomiting became nonproductive the pilot became light headed. The last thing that he recalled was approaching "ESCON," an intersection on the landing approach to Palomar.

When the pilot regained consciousness he looked outside the airplane to determine where he was. The surface was obscured in cloud cover. On his left side was a Navy F18 fighter plane. The F18 pilot was communicating by hand signals, asking if he was ok, and indicated he should turn around towards land. The accident pilot determined that he was 186 nautical miles southwest of his destination, and over the ocean. He disconnected the autopilot and started a right-hand turn to reverse his course. After reversing course and checking his instruments, he determined that he was very low on fuel and did not have enough to make his destination.

The pilot repeatedly attempted contact with Southern California Terminal Radar Approach Control (SOCAL), but without success. Another aircraft on the coast responded and stated that they would relay the pilot's message to SOCAL. The pilot declared a medical emergency and advised that he would not be able to return to land.

Within 10 minutes the fuel onboard was exhausted and the pilot configured the airplane for the best angle of glide and ditching at sea. Subsequently, the pilot descended through low stratus and ditched the airplane in the ocean at dusk, about 1945, on the Mission Bay Vortac 237-degree radial at 160 miles.

The pilot exited the airplane with a hand held VHF radio, two flashlights, a cell phone, and a trash bag for flotation, and climbed onto the top of the fuselage to await rescue. At this time it was dark. He verified that his emergency locator transmitter was operating with his VHF radio. After about 30 minutes, a Navy S3B circled the area. After the third circle of the area the search plane saw the pilot's flashlight and circled the downed plane until a rescue helicopter arrived. A Navy frogman was dropped into the water and subsequently the pilot was hoisted onboard the helicopter.

While at the pilot's Arizona residence, earlier that day, he had sprayed for bugs and insects using a pesticide "Dursban." During the process he opened the container to replenish the pesticide and the built-up pressure sprayed the vapors into his face. After cleaning himself up he departed for the airport and the return to Palomar. During the flight he ate some food that he had brought onboard, and shortly thereafter, became sick in flight. The Environmental

Protection Agency, as of June 8, 2000, has banned Dursban from the commercial market.  
The attached U.S. Coast Guard report supports the pilot's Safety Board form 6120.1/2,  
Pilot/Operator Aircraft Accident Report.

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	41, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	05/18/2000
<b>Occupational Pilot:</b>	<b>Last Flight Review or Equivalent:</b>		
<b>Flight Time:</b>	1659 hours (Total, all aircraft), 1058 hours (Total, this make and model), 1640 hours (Pilot In Command, all aircraft), 12 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Beech	<b>Registration:</b>	N24CV
<b>Model/Series:</b>	B200 B200	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	BB1524
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	9
<b>Date/Type of Last Inspection:</b>	11/04/1999, AAIP	<b>Certified Max Gross Wt.:</b>	12500 lbs
<b>Time Since Last Inspection:</b>	70 Hours	<b>Engines:</b>	2 Turbo Prop
<b>Airframe Total Time:</b>	1350 Hours	<b>Engine Manufacturer:</b>	P&W
<b>ELT:</b>	Installed, activated, aided in locating accident	<b>Engine Model/Series:</b>	PT6A-42
<b>Registered Owner:</b>	CALICO VENTURES LLC	<b>Rated Power:</b>	850 hp
<b>Operator:</b>	CALICO VENTURES LLC	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dusk
Observation Facility, Elevation:	SAN, 12 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1951 PDT	Direction from Accident Site:	20°
Lowest Cloud Condition:	Scattered / 1200 ft agl	Visibility	10 Miles
Lowest Ceiling:	Overcast / 2000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	18° C / 14° C
Precipitation and Obscuration:			
Departure Point:	PARKER, AZ (P20)	Type of Flight Plan Filed:	None
Destination:	PALOMAR, CA (CRQ)	Type of Clearance:	None
Departure Time:	1800 PDT	Type of Airspace:	Class G

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	GEORGE E PETERSON	Report Date:	05/22/2001
Additional Participating Persons:	TYRONE PARK; SAN DIEGO, CA		
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 <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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