

National Transportation Safety Board
Washington, DC 20594

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Brief of Accident

Adopted 10/29/2013

ERA12LA290 File No. 31739	04/19/2012	GM	Aircraft Reg No. N48DL	Time (Local): 12:08 CDT		
Make/Model:	Cessna / 421C			Fatal	Serious	Minor/None
Engine Make/Model:	Continental / GTSIO-520-L		Crew	1	0	0
Aircraft Damage:	Substantial		Pass	0	0	0
Number of Engines:	2					
Operating Certificate(s):	None					
Type of Flight Operation:	Personal					
Reg. Flight Conducted Under:	Part 91: General Aviation					
Last Depart. Point: Slidell, LA				Condition of Light: Day		
Destination: Sarasota, FL				Weather Info Src: Weather Observation Facility		
Airport Proximity: Off Airport/Airstrip				Basic Weather: Visual Conditions		
				Lowest Ceiling: None		
				Visibility: 10.00 SM		
				Wind Dir/Speed: Light and Variable		
				Temperature (°C): 12		
				Precip/Obscuration: No Obscuration; No Precipitation		
Pilot-in-Command	Age: 65			Flight Time (Hours)		
Certificate(s)/Rating(s)				Total All Aircraft: 2350		
Private; Multi-engine Land; Single-engine Land				Last 90 Days: Unk/Nr		
Instrument Ratings				Total Make/Model: Unk/Nr		
Airplane				Total Instrument Time: UnK/Nr		

*** Note: NTSB investigators may not have traveled in support of this investigation and used data provided by various sources to prepare this aircraft accident report. ***

According to a statement provided by the Jacksonville Center air traffic control (ATC) facility, the pilot contacted ATC while at flight level 270. About 25 minutes later, the airplane began to deviate from the ATC-assigned altitude and route. The controller's attempts to contact the pilot were unsuccessful. The North American Aerospace Defense Command launched military fighter aircraft to intercept the airplane. The military pilots reported that the airplane was circling in a left turn at a high altitude and low airspeed and that its windows were partially frosted over. They also reported that the pilot was slumped over in the cockpit and not moving. They fired flares, and the pilot continued to be unresponsive. The airplane circled for about 3 hours before it descended into the Gulf of Mexico and sank. The pilot and airplane were not recovered. Review of the pilot's Federal Aviation Administration medical records did not reveal any recent medical conditions that would have deemed him unfit to fly.

Updated at Oct 29 2013 1:50PM

Brief of Accident (Continued)

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OCCURRENCES

Enroute-cruise - Unknown or undetermined
Uncontrolled descent - Collision with terr/obj (non-CFIT)

FINDINGS

Personnel issues-Physical-Impairment/incapacitation-(general)-Pilot - C

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident to be:
Pilot incapacitation, which resulted in the pilot's inability to maintain airplane control and the airplane's subsequent ocean impact.