



National Transportation Safety Board Aviation Accident Final Report

Location:	Ceiba, PR	Accident Number:	ERA14LA465
Date & Time:	09/28/2014, 1000 ADT	Registration:	N906GD
Aircraft:	BRITTEN-NORMAN BN-2A	Aircraft Damage:	Substantial
Defining Event:	Miscellaneous/other	Injuries:	1 Minor, 6 None
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Scheduled		

Analysis

The airline transport pilot was taxiing the airplane for takeoff for the on-demand air taxi commuter flight. The pilot reported that, while taxiing to the runway, he felt dizzy and lost consciousness. The airplane subsequently veered off the taxiway into a ditch with the engines were still running. The pilot shut down the engines and instructed the passengers to exit the airplane.

The pilot reported that it was hot and that he hadn't eaten breakfast before the accident flight; however, neither of these things should have caused the pilot to lose consciousness without other health issues involved. A review of the pilot's medical history revealed no evidence that he was taking any medications or that he had visited health care providers for any medical issues. The reason that the pilot lost consciousness could not be determined based on the available information.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's loss of consciousness during taxi for reasons that could not be determined based on the available information.

Findings

Personnel issues	Other loss of consciousness - Pilot (Cause)
Not determined	Not determined - Unknown/Not determined (Cause)

Factual Information

On September 28, 2014, about 1000 Atlantic daylight time, a Britten-Norman BN-2A-26, N906GD, collided with a ditch after the pilot reported that he lost consciousness while taxiing for takeoff at Jose Aponte de la Torre Airport (TJRV), Ceiba, Puerto Rico. The airline transport pilot received minor injuries and the six passengers were not injured. The airplane sustained substantial damage. Visual meteorological conditions prevailed and no flight plan was filed. The airplane was registered to Air Charter Incorporated, and operated by Air Flamenco under the provisions of Title 14 Code of Federal Regulations Part 135 as an on-demand air taxi flight from TJRV to Benjamin Rivera Noriega Airport (TJCP), Isla de Culebra, Puerto Rico.

The pilot reported that prior to the flight, it was extremely hot that day and he did not eat breakfast. While taxiing to the runway, he felt dizzy, lost consciousness, and subsequently the airplane veered off the taxiway and came to rest in a ditch. When the pilot regained consciousness the engines were still running and the passengers were asking the pilot "what should they do." The pilot shut down the engines and instructed the passengers to open and exit through the rear of the airplane. The passengers exited through the rear doors and gathered on the taxiway behind the airplane. The pilot exited the airplane, verified that there were no injuries, and called for emergency services.

Examination of the airplane by a Federal Aviation Administration (FAA) inspector revealed that the airplane sustained substantial damage to the nose gear firewall.

A review of the pilot's most recent medical evaluation dated September 25, 2014, for an FAA first-class medical certificate, revealed that the pilot was in good health and only had limitations for wearing corrective lenses. There were no reports of any medications or any visits to health care providers in any of the medical history forms supplied as part of his medical exams.

The 0853 recorded weather at the TJRV, included wind from 160 degrees at 5 knots, 10 statute miles visibility, and clear, temperature of 28 degrees C, dew point temperature of 25 degrees C, and an altimeter setting of 30.01 inches of mercury.

History of Flight

Taxi-to runway	Miscellaneous/other (Defining event) Collision with terr/obj (non-CFIT)
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Pilot Information

Certificate:	Airline Transport; Commercial	Age:	56, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 With Waivers/Limitations	Last Medical Exam:	09/25/2014
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	09/01/2013
Flight Time:	(Estimated) 22000 hours (Total, all aircraft), 4500 hours (Total, this make and model), 14000 hours (Pilot In Command, all aircraft), 230 hours (Last 90 days, all aircraft), 75 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	BRITTEN-NORMAN	Registration:	N906GD
Model/Series:	BN-2A 26	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	3008
Landing Gear Type:	Tricycle	Seats:	10
Date/Type of Last Inspection:	09/09/2014, AAIP	Certified Max Gross Wt.:	6200 lbs
Time Since Last Inspection:	24 Hours	Engines:	2 Reciprocating
Airframe Total Time:	15926 Hours	Engine Manufacturer:	Lycoming
ELT:	C91A installed, not activated	Engine Model/Series:	O-540-E4C5
Registered Owner:	Air Charter Inc	Rated Power:	260 hp
Operator:	Air Charter Inc	Air Carrier Operating Certificate:	Commuter Air Carrier (135); On-demand Air Taxi (135)
Operator Does Business As:	Air Flamenco	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	TJNR, 38 ft msl	Observation Time:	0853 ADT
Distance from Accident Site:	0 Nautical Miles	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	28° C / 25° C
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	5 knots, 160°	Visibility (RVR):	
Altimeter Setting:	30.01 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Ceiba, PR (TJRV)	Type of Flight Plan Filed:	None
Destination:	Isla de Culebra, PR (TJCP)	Type of Clearance:	VFR
Departure Time:	1000 ADT	Type of Airspace:	Class G

Airport Information

Airport:	Jose Aponte de la Torre Airpor (TJRV)	Runway Surface Type:	Asphalt; Concrete
Airport Elevation:	38 ft	Runway Surface Condition:	Dry
Runway Used:	7/25	IFR Approach:	None
Runway Length/Width:	11000 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	6 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 6 None	Latitude, Longitude:	18.245278, -65.643333 (est)

Administrative Information

Investigator In Charge (IIC):	Eric Alleyne	Adopted Date:	04/20/2016
Additional Participating Persons:	Dennis Ortiz; FAA; San Juan, PR		
Publish Date:	04/20/2016		
Note:	The NTSB did not travel to the scene of this accident.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=90223		

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