



National Transportation Safety Board Aviation Accident Final Report

Location:	Atlantic Ocean, AO	Accident Number:	ERA19LA180
Date & Time:	05/24/2019, 1755 EDT	Registration:	N832R
Aircraft:	Cessna 560	Aircraft Damage:	Destroyed
Defining Event:	Unknown or undetermined	Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General Aviation - Positioning		

Analysis

The airline transport pilot departed on a repositioning flight in the jet airplane. The airplane was in level cruise flight at 39,000 ft mean sea level when the pilot became unresponsive to air traffic controllers. The airplane continued over 300 miles past the destination airport before it descended and impacted the Atlantic Ocean. Neither the pilot nor the airplane were recovered, and the reason for the airplane's impact with water 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:

Impact with water for reasons that could not be determined based on the available information.

Findings

Not determined	Not determined - Unknown/Not determined (Cause)
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Factual Information

On May 24, 2019, about 1755 eastern daylight time, a Cessna 560, N832R, was destroyed when it impacted the Atlantic Ocean. The airline transport pilot was not found and presumed fatally injured. The airplane was owned and operated by Jet Sales LLC as a Title 14 Code of Federal Regulations (CFR) Part 91 positioning flight. Day visual meteorological conditions existed near the accident site at the time of the accident, and an instrument flight rules flight plan was filed for the cross-country flight, which originated from St. Louis Regional Airport (ALN), Alton, Illinois, about 1430, and was destined for Fort Lauderdale Executive Airport (FXE), Fort Lauderdale, Florida.

The owner of the airplane reported that he purchased the airplane 2 days before the accident. The airplane had recently undergone a progressive inspection, which was completed on May 22, 2019. The owner hired the accident pilot to fly the airplane to FXE to have avionics work completed. On the day of the accident, the owner tracked the flight using an online commercial service once it departed ALN. Shortly after 1700, he received a call from the avionics shop at FXE telling him that the airplane did not arrive. He then reviewed the airplane's online flight track again and saw that it had overflown FXE at 39,000 ft mean sea level (FL390) and was heading toward the Atlantic Ocean.

According to air traffic control radar and radio communication information provided by the Federal Aviation Administration (FAA), the pilot established communications with the Atlanta Air Route Traffic Control Center (ARTCC) and reported that the airplane was level at FL390 and that the air was smooth. Thirteen minutes later, the controller instructed the pilot to contact the Jacksonville ARTCC, but the pilot was unresponsive. The controller made several attempts to contact the pilot on different radio frequencies, but no response was received. Controllers continued to monitor the flight via radar as it continued through Jacksonville and Miami ARTCC airspace without radio contact.

The US Air Force dispatched two aircraft to intercept the accident airplane. As they approached the accident airplane, they could only see a vapor/contrail emitting from the right engine. The accident airplane slowed to about 100 knots as the interceptor airplanes passed it, and the pilots could not see the cockpit windows or inside the accident airplane. The accident airplane appeared to lose total engine power, then descended and impacted the Atlantic Ocean about 310 statute miles east of FXE.

The US Coast Guard initiated a search after the accident, which was suspended on May 25, 2019. Neither the pilot nor the airplane were recovered.

The pilot held an airline transport pilot certificate with ratings for airplane single- and multi-engine land. His most recent FAA first-class medical certificate was issued on June 26, 2018. He reported 9,016 total hours of flight experience. He held numerous type ratings, including a type rating for the Cessna 560. The pilot's wife stated that her husband was not on any medications and that he had been sleeping well.

The airplane was manufactured in 2001, and was powered by two Pratt and Whitney 535A engines. The airplane completed a phase 1-4 progressive inspection on May 22, 2019. The airframe and engine total time was 4,744.6 hours at the time of the inspection. According to the airplane's owner, all of the airplane's maintenance logs were onboard the airplane during the accident flight. Review of maintenance records from the most recent progressive inspection revealed two discrepancies related to the environmental system; the air cycle machine coalescer filter was changed and the main entrance door secondary seal was replaced. Maintenance records indicated that post-maintenance operational checks were satisfactory.

History of Flight

Enroute-cruise	Unknown or undetermined (Defining event)
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Pilot Information

Certificate:	Airline Transport	Age:	52, 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):	None	Toxicology Performed:	No
Medical Certification:	Class 1 With Waivers/Limitations	Last FAA Medical Exam:	06/26/2018
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	9016 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N832R
Model/Series:	560 ENCORE	Aircraft Category:	Airplane
Year of Manufacture:	2001	Amateur Built:	No
Airworthiness Certificate:	Transport	Serial Number:	560-0585
Landing Gear Type:	Retractable - Tricycle	Seats:	12
Date/Type of Last Inspection:	05/22/2019, Continuous Airworthiness	Certified Max Gross Wt.:	16630 lbs
Time Since Last Inspection:	0 Hours	Engines:	2 Turbo Fan
Airframe Total Time:	4744.6 Hours as of last inspection	Engine Manufacturer:	Pratt & Whitney
ELT:	Installed	Engine Model/Series:	535A
Registered Owner:	On file	Rated Power:	3045 lbs
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:	KFLL, 11 ft msl	Distance from Accident Site:	310 Nautical Miles
Observation Time:	2153 UTC	Direction from Accident Site:	261°
Lowest Cloud Condition:	Scattered / 3800 ft agl	Visibility	10 Miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	13 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	70°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.05 inches Hg	Temperature/Dew Point:	27° C / 18° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Alton, IL (ALN)	Type of Flight Plan Filed:	IFR
Destination:	Fort Lauderdale, FL (FXE)	Type of Clearance:	IFR
Departure Time:	1430 EDT	Type of Airspace:	

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:	27.323889, -72.593333 (est)

Administrative Information

Investigator In Charge (IIC):	Daniel P Boggs	Report Date:	05/19/2020
Additional Participating Persons:	Charles McKinley; FAA; Miami, FL Ricardo Asenio; Textron Aviation; Wichita, KS		
Publish Date:	05/19/2020		
Note:	The NTSB did not travel to the scene of this accident.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=99484		

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](#).