



Aviation Investigation Final Report

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|--------------------------------|--------------------------------------|-------------------------|------------|
| Location: | Atlantic Ocean, Atlantic Ocean | Accident Number: | ERA22LA375 |
| Date & Time: | August 18, 2022, 10:15 Local | Registration: | N6713A |
| Aircraft: | Cessna 172 | Aircraft Damage: | Destroyed |
| Defining Event: | Miscellaneous/other | Injuries: | 1 Fatal |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

According to the U.S. Coast Guard, they received a notification of a downed aircraft 15 nautical miles east from Pompano Beach, Florida. They responded to the location and confirmed, debris of an airplane and a deceased occupant. The Coast Guard then received a call from the wife of the pilot regarding a note that she received expressing possible suicidal intentions. She described her spouse and the airplane, which matched the recovered debris and the occupant. The wreckage of the airplane was not otherwise recovered, and the airplane was presumed destroyed.

A review of Automatic Dependent Surveillance – Broadcast (ADS-B) flight track data showed that the airplane departed from Pompano Beach Airpark, Pompano Beach, Florida, before flying northwest for about 10 nautical miles. The airplane then began circling before heading west towards the Atlantic Ocean. While over the ocean, the airplane made a turn to the north before radar/ADS-B contact was lost.

Following a death investigation, the Office of Medical Examiner, Palm Beach County classified the manner of death as a suicide.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's suicide.

Findings

Personnel issues

Suicide - Pilot

Factual Information

History of Flight

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|--------------------|--------------------------------------|
| Maneuvering | Miscellaneous/other (Defining event) |
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Pilot Information

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|----------------------------------|---|--|----------------|
| Certificate: | Airline transport; Flight instructor | Age: | 65, Male |
| Airplane Rating(s): | Single-engine land; Single-engine sea; Multi-engine land | Seat Occupied: | Unknown |
| Other Aircraft Rating(s): | None | Restraint Used: | 3-point |
| Instrument Rating(s): | Airplane | Second Pilot Present: | No |
| Instructor Rating(s): | Airplane multi-engine; Airplane single-engine; Instrument airplane | Toxicology Performed: | Yes |
| Medical Certification: | Class 2 None | Last FAA Medical Exam: | April 26, 2021 |
| Occupational Pilot: | Yes | Last Flight Review or Equivalent: | |
| Flight Time: | 13800 hours (Total, all aircraft), 525 hours (Total, this make and model) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|-----------------|---------------------------------------|----------|
| Aircraft Make: | Cessna | Registration: | N6713A |
| Model/Series: | 172 | Aircraft Category: | Airplane |
| Year of Manufacture: | 1956 | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | 28813 |
| Landing Gear Type: | Tricycle | Seats: | 4 |
| Date/Type of Last Inspection: | Unknown | Certified Max Gross Wt.: | |
| Time Since Last Inspection: | | Engines: | 1 |
| Airframe Total Time: | | Engine Manufacturer: | |
| ELT: | | Engine Model/Series: | |
| Registered Owner: | JD Schools LLC. | Rated Power: | |
| Operator: | JD Schools LLC. | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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|---|----------------------------------|---|-------------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | KPBI, 11 ft msl | Distance from Accident Site: | 16 Nautical Miles |
| Observation Time: | 14:53 Local | Direction from Accident Site: | 258° |
| Lowest Cloud Condition: | Scattered / 3200 ft AGL | Visibility | 10 miles |
| Lowest Ceiling: | | Visibility (RVR): | |
| Wind Speed/Gusts: | 8 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 250° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 29.99 inches Hg | Temperature/Dew Point: | 31°C / 23°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | Pompano, FL (PMP) | Type of Flight Plan Filed: | None |
| Destination: | | Type of Clearance: | None |
| Departure Time: | | Type of Airspace: | Class G |

Airport Information

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|-----------------------------|---------------------------|----------------------------------|---------|
| Airport: | POMPANO BEACH AIRPARK PMP | Runway Surface Type: | |
| Airport Elevation: | 19 ft msl | Runway Surface Condition: | Unknown |
| Runway Used: | | IFR Approach: | None |
| Runway Length/Width: | | VFR Approach/Landing: | None |

Wreckage and Impact Information

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|----------------------------|---------|-----------------------------|---------------------------|
| 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: | 26.741944,-79.811944(est) |

Administrative Information

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| Investigator In Charge (IIC): | Alleyne, Eric |
| Additional Participating Persons: | Michael Weber; FAA/FSDO; Miramar, FL |
| Original Publish Date: | May 11, 2023 |
| Last Revision Date: | |
| Investigation Class: | Class 4 |
| Note: | The NTSB did not travel to the scene of this accident. |
| Investigation Docket: | https://data.ntsb.gov/Docket?ProjectID=105768 |

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).