



Aviation Investigation Final Report

Location:	FORT MYERS, Florida	Incident Number:	MIA911A199
Date & Time:	August 17, 1991, 07:03 Local	Registration:	N3155
Aircraft:	BRITISH AEROSPACE BA-3100	Aircraft Damage:	None
Defining Event:		Injuries:	1 Minor, 17 None
Flight Conducted Under:	Part 125: 20+ pax,6000+ lbs		

Analysis

WHILE CLIMBING THROUGH 11,000 FT MSL THE CAPTAIN LOST CONSCIOUSNESS AND THE FIRST OFFICER TOOK CONTROL OF THE AIRPLANE AND EXECUTED A PRECAUTIONARY LANDING TO AN AIRPORT SHORT OF THE DESTINATION. DURING THE DESCENT THE FIRST OFFICER ADMINISTERED OXYGEN TO THE CAPTAIN AND HE RECOVERED. MEDICAL EXAMINATIONS AND TESTS REVEALED THAT THE CAPTAIN DID NOT HAVE SYSTEMIC MEDICAL PROBLEMS AND THE FLIGHT SURGEON STATED THE LOSS OF CONSCIOUSNESS WAS MOST LIKELY DUE TO A SYNCOPAL PLEURAL EVENT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this incident to be: THE PHYSIOLOGICAL INCAPACITATION OF THE CAPTAIN AND HIS LOSS OF CONSCIOUSNESS DUE TO A SYNCOPAL PLEURAL EVENT.

Findings

Occurrence #1: MISCELLANEOUS/OTHER
Phase of Operation: CLIMB - TO CRUISE

Findings

1. (C) INCAPACITATION(OTHER CARDIOVASCULAR) - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Airline transport	Age:	Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	7400 hours (Total, all aircraft), 400 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	BRITISH AEROSPACE	Registration:	N3155
Model/Series:	BA-3100 BA-3100	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Transport	Serial Number:	902
Landing Gear Type:	Retractable - Tricycle	Seats:	19
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	15000 lbs
Time Since Last Inspection:	0 Hrs	Engines:	2 Turbo prop
Airframe Total Time:		Engine Manufacturer:	UNKNOWN
ELT:		Engine Model/Series:	UNKNOWN
Registered Owner:		Rated Power:	
Operator:	PAN EXPRESS	Operating Certificate(s) Held:	Commuter air carrier (135)
Operator Does Business As:		Operator Designator Code:	PAXX

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	FMY ,28 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	06:50 Local	Direction from Accident Site:	230°
Lowest Cloud Condition:	Scattered / 5000 ft AGL	Visibility	7 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	110°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	27°C / 11°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	SARASOTA , FL (SRQ)	Type of Flight Plan Filed:	IFR
Destination:	MIAMI , FL (MIA)	Type of Clearance:	IFR
Departure Time:	00:00 Local	Type of Airspace:	

Airport Information

Airport:	UNKNOWN UNK	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Minor, 1 None	Aircraft Damage:	None
Passenger Injuries:	16 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 17 None	Latitude, Longitude:	26.509723,-81.699584(est)

Administrative Information

Investigator In Charge (IIC): Alston, Andrew

Additional Participating Persons: MR. NORDORFT; ORLANDO, FL

Original Publish Date: June 10, 1993

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=32774>

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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](#).