



Aviation Investigation Final Report

Location:	Haverstraw, New York	Accident Number:	NYC05LA110
Date & Time:	June 30, 2005, 16:40 Local	Registration:	N3452L
Aircraft:	Cirrus Design Corp. SR-22	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

According to the pilot, the airplane was in cruise flight at 3,000 feet, when the pilot suffered a seizure and lost consciousness. When the pilot awakened, the airplane was in a high speed descent. In addition, the pilot felt disoriented, and numbness in his right leg. The airplane was equipped with a Cirrus Airplane Parachute System (CAPS). The pilot recovered from the descent at an altitude of about 1,700 feet; and elected to deploy the CAPS system. The airplane descended via the parachute, and impacted in a river. The airplane sustained substantial damage to the underside of the composite fuselage. The pilot sustained a fractured vertebra and was able to egress from the airplane before it sank. Subsequent medical examinations on the pilot revealed the presence of a brain tumor.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's physiological condition, which resulted in his incapacitation during the flight, and subsequent loss of aircraft control.

Findings

Occurrence #1: MISCELLANEOUS/OTHER
Phase of Operation: CRUISE

Findings

1. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

2. (C) PHYSICAL IMPAIRMENT(STROKE) - PILOT IN COMMAND

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - EMERGENCY

Findings

3. TERRAIN CONDITION - WATER

Factual Information

On June 30, 2005, about 1640 eastern daylight time, a Cirrus Design Corp. SR-22, N3452L, was substantially damaged during a forced landing, after the pilot became incapacitated during cruise flight near Haverstraw, New York. The certificated private pilot sustained serious injuries. Visual meteorological conditions prevailed, and an instrument flight rules flight plan had been filed for the flight that departed the Lincoln Park Airport (N07), Lincoln Park, New Jersey, destined for the Westchester County Airport (HPN), White Plains, New York. The personal flight was conducted under 14 CFR Part 91.

The pilot reported he was in cruise flight at 3,000 feet, when he suffered a seizure and lost consciousness. When the pilot awakened, the airplane was in a high speed descent. In addition, the pilot felt disoriented, and numbness in his right leg. The airplane was equipped with a Cirrus Airplane Parachute System (CAPS). The pilot recovered from the descent at an altitude of about 1,700 feet; and elected to deploy the CAPS system. The pilot did not recall the airplane's airspeed at the time of the CAPS deployment.

The airplane descended via the parachute, and impacted the Hudson River, near Bowline Point Park, about 15 miles northwest of HPN.

According to radar data, the airplane's last radar target was observed at 1640:25, at an altitude of 1,600 feet, a heading of 091 degrees, and a ground speed of 195 knots.

The airplane sustained substantial damage to the underside of the composite fuselage. The pilot sustained a fractured vertebra and was able to egress from the airplane before it sank to a depth of about 30 feet.

The pilot stated he did not experience any mechanical problems with the airplane.

Subsequent medical examinations on the pilot revealed the presence of a brain tumor. The pilot's most recent Federal Aviation Administration third class medical certificate was issued on August 11, 2004, with the only limitation that the pilot wear glasses or contact lenses.

Pilot Information

Certificate:	Student	Age:	50, Male
Airplane Rating(s):	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 3 With waivers/limitations	Last FAA Medical Exam:	August 1, 2004
Occupational Pilot:	No	Last Flight Review or Equivalent:	April 1, 2004
Flight Time:	1652 hours (Total, all aircraft), 1430 hours (Total, this make and model), 200 hours (Last 90 days, all aircraft), 53 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cirrus Design Corp.	Registration:	N3452L
Model/Series:	SR-22	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	0530
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	October 1, 2004 100 hour	Certified Max Gross Wt.:	3400 lbs
Time Since Last Inspection:	410 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1410 Hrs	Engine Manufacturer:	Teledyne Continental
ELT:	Installed	Engine Model/Series:	IO-550
Registered Owner:	Ilan K. Reich	Rated Power:	310 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	HPN,439 ft msl	Distance from Accident Site:	16 Nautical Miles
Observation Time:	16:56 Local	Direction from Accident Site:	320°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.79 inches Hg	Temperature/Dew Point:	24°C / 19°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Lincoln Park, NJ (N07)	Type of Flight Plan Filed:	IFR
Destination:	White Plains, NY (HPN)	Type of Clearance:	IFR
Departure Time:	16:20 Local	Type of Airspace:	

Airport Information

Airport:	Westchester County HPN	Runway Surface Type:	
Airport Elevation:	439 ft msl	Runway Surface Condition:	
Runway Used:		IFR Approach:	Unknown
Runway Length/Width:		VFR Approach/Landing:	Unknown

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	41.2,-73.961669

Administrative Information

Investigator In Charge (IIC):	Schiada, Luke
Additional Participating Persons:	John Ho; FAA Teterboro FSDO; Teterboro, NJ Brad Miller; Cirrus Design; Duluth, MN
Original Publish Date:	October 3, 2006
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=61865

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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](#).