

National Transportation Safety Board

Office of Aviation Safety

Washington, DC 20594



ERA24FA104

VIDEO CAMERA INFORMATION

March 20, 2024

TABLE OF CONTENTS

A. ACCIDENT.....	3
B. VIDEO CAMERA INFORMATION	3
C. SUMMARY	3
D. FACTUAL INFORMATION.....	5
1.0 DETAILS ABOUT THE CAMERAS	5
1.1 CAMERA INFORMATION AND LOCATION	5
1.2 CAMERA 1 INFORMATION AND LOCATION.....	5
1.3 CAMERA 2 INFORMATION AND LOCATION.....	5
1.4 CAMERA 3 INFORMATION AND LOCATION.....	6
2.0 DISPOSITION OF VIDEO FILES.....	7

A. ACCIDENT

Location: Clearwater, Florida
Date: February 1, 2024
Time: 1907 Eastern Standard Time
0007 UTC on UTC Date February 2, 2024
Airplane: N6659L, Beech V35B

B. VIDEO CAMERA INFORMATION

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C. SUMMARY

On February 1, 2024, about 1907 eastern standard time, a Beech V35B, N6659L, was destroyed when it impacted two residences and the ground near Clearwater, Florida. The commercial pilot was fatally injured. Additionally, two occupants of one residence were fatally injured, and one occupant of a second residence sustained minor injuries. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

According to Federal Aviation Administration (FAA) Automatic Dependent Surveillance - Broadcast (ADS-B) data and preliminary air traffic control radar and audio information, the flight departed Vero Beach Municipal Airport (VRB), Vero Beach, Florida, en route for Clearwater Air Park (CLW), Clearwater, Florida. About 1900, when the flight was about 4.1 nautical miles east-southeast from the runway 34 displaced threshold at CLW, the pilot cancelled the IFR clearance. The pilot was

advised by air traffic control that radar services were terminated, and he proceeded under visual flight rules (VFR).

According to two individuals who were at CLW, the pilot broadcast on the common traffic advisory frequency (CTAF) that he could not find the airport and asked them to turn on the runway lights which were already on from an airplane that had just landed. They also stated that after the pilot requested a second time to turn the runway lights on, the pilot-controlled runway lighting was changed to the highest intensity. Both individuals then heard the pilot announce he had a "fire." The airplane's location at that time was not determined, and the CTAF was not recorded.

While flying VFR, the flight proceeded west of CLW then turned to a northwesterly heading nearly parallel to runway 34. The flight continued on the northwesterly heading north of CLW, then about 1904 the pilot turned left and proceeded on a southeasterly heading. About 1905 when west of CLW at about 1,100 ft msl, transponder code 7700 was displayed on the controller's scope. About 1906, while flying at 1,300 ft msl, the pilot stated, "nine five lima" and, "coming to Albert Whitted I can't see the other airport." The controller advised the pilot that the flight was 1 mile south of CLW and asked if he could turn to heading 180° and to maintain the present altitude. About 1906, the pilot advised the controller, "i'm losing engine" to which the controller asked the pilot if he could see the St Pete-Clearwater International Airport (PIE), St Petersburg-Clearwater, Florida, that was 3 miles ahead of his position. The controller also advised the pilot that runways 18/36 were available at PIE. There were no further transmissions from the pilot.

A pilot flying nearby reported seeing the accident airplane in a 30° to 40° nose-low descent that he described as, "like an uncontrolled descent." He added that while the airplane was descending, he saw a "very bright light" descending very fast to impact.

Another witness who was a passenger in a car northwest of the accident site reported seeing the accident airplane flying ahead of their position from the right to the left, or west to east. She said she did not hear any sound and reported seeing a "fireball" or something on fire while airborne before the impact. She did not identify the object as an airplane at that time. She described the fire as a round fireball with a white cone in the front portion.

The pilot who was flying nearby observed the impact and reported it to air traffic control.

Multiple videos from commercial businesses west of the accident site depicted a light descending steeply with sounds associated with engine operation, followed by a fireball. The videos were provided to the NTSB Vehicle Recorders Laboratory for further review.

D. FACTUAL INFORMATION

1.0 Details About the Cameras

1.1 Camera information and Location

1.2 Camera 1 Information and Location

Camera 1, located on southeast corner of Infinity New dealership located 12-15 ft above ground level (agl) at 27.951902° north latitude and -82.730648° west longitude¹. The camera had a view looking southeast, and the video file name was "G3 Pro 2-1-2024, 19.06.50 EST - 2-1-2024, 19.07.15 EST." The camera was located about 297° and 1,350 ft from the accident site. The 26 seconds long video first recorded sound, then at clock recorded time of 1906:57, a white light came into view moving from right to left. The light continued to the east in a steep descent with what appears to be light trailing the airplane. At 1906:59 recorded camera time, a side of a nearby tall building became visible, followed by seeing a large fireball.

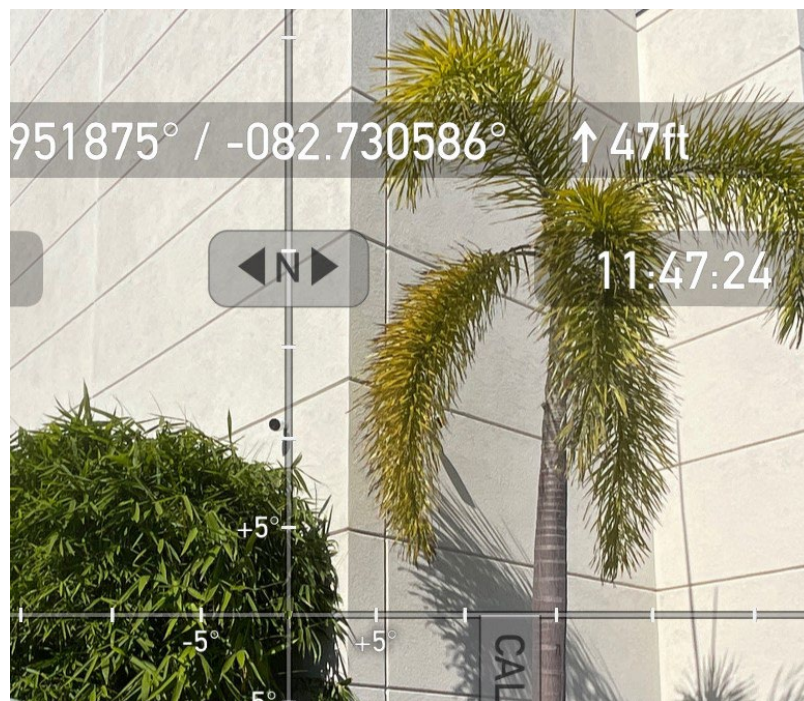


Figure 1: Camera 1.

1.3 Camera 2 Information and Location

¹ The actual coordinates were based adjacent to the wall, while the coordinates on the picture were from where the picture was taken.

Camera 2, located on southeast corner of Infinity Pre-Owned dealership located about 20 ft agl at 27.949654° north latitude and -082.731165° west longitude². The camera had a view looking northeast, and the video file name was "Timeline-2024-02-02 01.36.30.405 PM." The camera was located about 261° and 1,391 ft from the accident site. The 4 minutes long video depicted the airplane coming in view to the upper right of the frame at 7 seconds elapsed time. The airplane was in a descent and a white light was observed for about 2 seconds, followed by a fireball that occurred about 9 seconds elapsed time. The fire remained to the end of the recording.

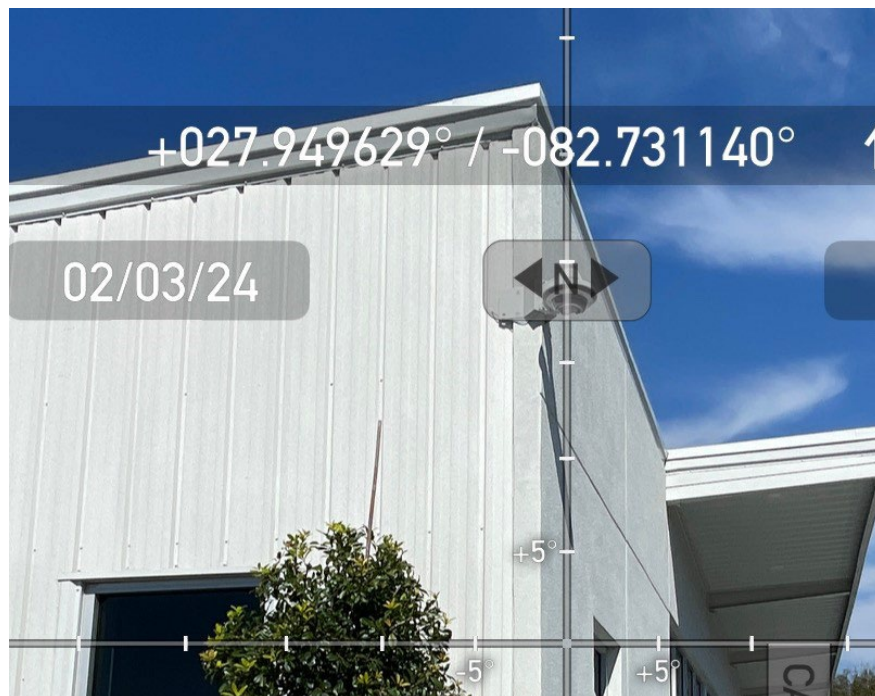


Figure 2: Camera 2.

1.4 Camera 3 Information and Location

Camera 3, located on southwest corner of Mercedes new dealership located about 12-15 ft agl at 27.952325° north latitude and -82.730954° west longitude³. The camera had a view looking southeast, and the video file name was "G3 Pro 2-1-2024, 19.06.50 EST - 2-1-2024, 19.07.15 EST (1)." The camera was located about 1,514 ft and 300° from the accident site. The 26 seconds long video with sound captured the airplane coming into view above the adjacent building in the upper center of the frame at 8 seconds elapsed time. The video depicted the airplane in a descent at about a 30° nose down angle and engine sound which increased

² The actual coordinates were based adjacent to the wall, while the coordinates on the picture were from where the picture was taken.

³ The actual coordinates were based adjacent to the wall, while the coordinates on the picture were from where the picture was taken.

slightly at the end. The airplane went out of view at 9 seconds elapsed time and a fireball was noted at 10 seconds elapsed time. The fireball continues to the end of the recording.

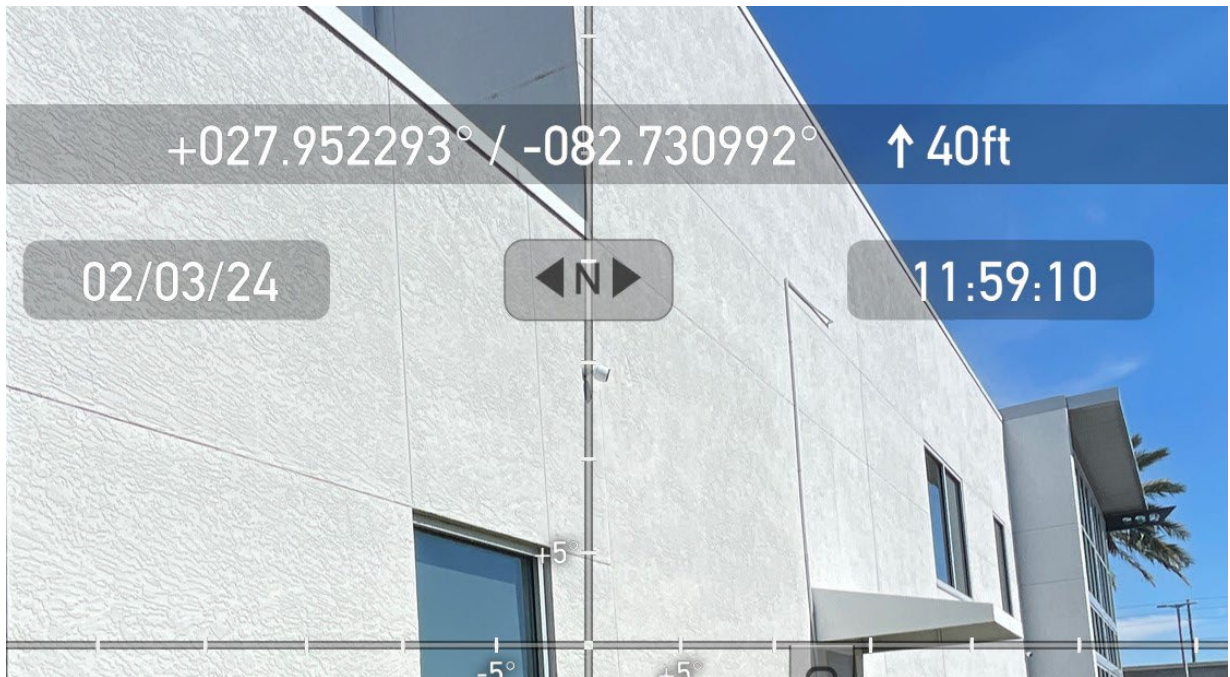


Figure 3: Camera 3.

2.0 Disposition of Video Files

The provided video files were provided to the investigative team and also to the NTSB Vehicle Recorder Division for Sound Spectrum Study.

Submitted by:

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