



National Transportation Safety Board Aviation Incident Factual Report

Location:	PUEBLO, CO	Incident Number:	FTW971A003
Date & Time:	10/03/1996, 2037 MDT	Registration:	N154ZV
Aircraft:	Beech 1900D	Aircraft Damage:	None
Defining Event:		Injuries:	16 None

Flight Conducted Under: Part 135: Air Taxi & Commuter - Scheduled

On October 3, 1996, at 2037 mountain daylight time, a Beech 1900D, N154ZV, operated by Mesa Air Group, as Air Shuttle flight 7632, was involved in an incident involving partial crew incapacitation while on a flight from Denver, Colorado, to Pueblo, Colorado. There was no damage to the aircraft and no injuries to the two crew or 14 passengers. The flight was operating as a scheduled domestic passenger flight under Title 14 CFR Part 135. Visual meteorological conditions prevailed and an IFR flight plan was filed. The crew made a normal approach and landing at Pueblo after going on oxygen.

The two crew members went on oxygen when they felt dizzy while in cruise flight at 13,000 feet msl. They stated that the oxygen use made them feel better immediately. One passenger complained of possible dizziness when interviewed by the HAZMAT team following arrival. No fumes or smoke were discernible by either the crew or passengers. The flight had been airborne for approximately 30 minutes when the event occurred.

A check with local, state, and federal officials covering the area between Colorado Springs, and Pueblo, was conducted with negative results and no other flights in the area at the time reported any abnormalities.

The voice recorder transcript (copy attached) provided support for the pilots' report of dizziness and disorientation. In addition, crew conversation, as recorded, provided information that the pilots discussed their lack of a recent meal. However, a review of the pilots' activities for the 72 hours prior to the incident provided information of normal meal habits and provided no information of common food intake or other activities.

The Pueblo Fire Department responded with a HAZMAT team which conducted air sampling and inspected the luggage and cargo with negative results.

Medical examination and partial toxicological test following the incident provided no evidence to explain the experience. (Copies attached)

Examination of the aircraft was conducted with negative results. The aircraft had been involved in an accident on May 2, 1996, during which the right main landing gear collapsed. (FTW 96-F-A198) No information was found in reviewing that accident and the repairs conducted that would contribute to this incident. (The Safety Board IIC was the same person as on this incident).

A test flight was conducted on October 5, 1996 using the incident aircraft and crew and the services of an industrial hygienist. The altitude of the incident flight and route were used and no information was found to explain the event. A copy of the hygienist's report is attached.

At the request of the Safety Board IIC, the aircraft and crew were tracked by the Director of Safety for Mesa Airlines from return to service through the end of 1996. No reports of any aircraft abnormalities have occurred, and neither pilot has experienced any difficulties since the incident.

Pilot Information

Certificate:	Airline Transport; Flight Instructor	Age:	33, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	05/26/1996
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	12 hours (Last 30 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N154ZV
Model/Series:	1900D 1900D	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Transport	Serial Number:	UE-154
Landing Gear Type:	Retractable - Tricycle	Seats:	21
Date/Type of Last Inspection:	Continuous Airworthiness	Certified Max Gross Wt.:	16950 lbs
Time Since Last Inspection:		Engines:	2 Turbo Prop
Airframe Total Time:		Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	PT6A-67D
Registered Owner:	MESA AIR GROUP, INC.	Rated Power:	1279 hp
Operator:	MESA AIRLINES	Operating Certificate(s) Held:	Commuter Air Carrier (135)
Operator Does Business As:	AIR SHUTTLE	Operator Designator Code:	MASA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dusk
Observation Facility, Elevation:	PUB, 4726 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	2054 MDT	Direction from Accident Site:	180°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	14° C / 7° C
Precipitation and Obscuration:			
Departure Point:	DENVER, CO (DEN)	Type of Flight Plan Filed:	IFR
Destination:	(PUB)	Type of Clearance:	IFR
Departure Time:	0000	Type of Airspace:	Class C

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	None
Passenger Injuries:	14 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	16 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	NORMAN F WIEMEYER
Additional Participating Persons:	JACK MIDDLETON; DENVER, CO
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .