



National Transportation Safety Board Aviation Accident Data Summary

Location:	Brooks, OR	Accident Number:	SEA04LA024
Date & Time:	12/02/2003, 1500 PST	Registration:	N183T
Aircraft:	Shear Titan Tornado	Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

Three witnesses said they observed the aircraft flying overhead and hearing a problem with the engine, as if it were cutting in and out. Two additional witnesses reported hearing the engine open all the way and at full throttle before seeing it nose dive into a set of power lines, subsequently impacting the ground. A sixth witness said he observed the airplane flying low with the engine having a low pitch sound before flying overhead and pitching to the right into a dive. A seventh witness observed the aircraft flying between 500 and 600 feet above ground level before observing it rise to an extremely high [pitch] angle, rolling over on its back, and plunging to the ground after hitting power lines. The aircraft came to rest on its left side with its wings and fuselage twisted. There was no post crash fire. A post-accident examination of the engine and airframe revealed no anomalies which would have prevented normal operations. It was confirmed by a family member that at the time of the accident the uncertificated pilot took two types of insulin daily and was taking five prescription medications for various medical conditions. Medical records indicate the pilot had a history of coronary heart disease, having undergone quintuple heart bypass surgery in 1999. The pilot was also diabetic, having been insulin dependant since 1977. Post-accident toxicology testing revealed the presence of multiple medications, including two prescription antidepressants detected in the blood and liver, and one over-the-counter antihistamine medication detected in the blood and liver. As recently as 5 weeks prior to the accident, medical records indicate the pilot suffered from memory lapses and dangerously low blood sugar.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The failure of the pilot to maintain aircraft control while maneuvering due to a hypoglycemic condition.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: MANEUVERING

Findings

- 1. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
- 2. (C) PHYSICAL IMPAIRMENT(HYPOGLYCEMIA/DIET) - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: DESCENT - UNCONTROLLED

Findings

- 3. OBJECT - WIRE, TRANSMISSION

Pilot Information

Certificate:	None	Age:	56
Airplane Rating(s):	None	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	203 hours (Total, all aircraft), 37 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Shear	Registration:	N183T
Model/Series:	Titan Tornado	Engines:	1 Reciprocating
Operator:	On file	Engine Manufacturer:	Hirth
Operating Certificate(s) Held:	None	Engine Model/Series:	2702
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	SLE, 214 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Broken / 5786 ft agl	Wind Speed/Gusts, Direction:	7 knots / , 200°
Temperature:	13°C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	Salem, OR	Destination:	

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:	45.047222, -122.955556		

Administrative Information

Investigator In Charge (IIC):	Thomas M Little	Adopted Date:	09/01/2004
Investigation Docket:	NTSB accident and incident docket 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/ .		

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