



National Transportation Safety Board Aviation Incident Final Report

Location:	Hebron, IL	Incident Number:	CEN12IA050
Date & Time:	11/01/2011, 1730 CDT	Registration:	N30CY
Aircraft:	NUSBAUM VAQUERO	Aircraft Damage:	None
Defining Event:	Miscellaneous/other	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot experienced a medical event in-flight and landed his airplane in a field. The airplane sustained no damage. The pilot's son arrived where the airplane landed and saw the pilot lying back in the airplane's seat; the pilot did not appear to be breathing. First responders revived and subsequently transported the pilot to a local hospital. The pilot died about two days later and the cause of death was determined to be a myocardial infarction. The pilot had previous heart conditions, including bypass surgery. The pilot last applied for a medical certificate about ten years prior to the incident flight. On the application for his last medical certificate, the pilot indicated his previously reported "heart or vascular trouble" on prior medical applications and his use of Coumadin, an anticoagulant medication. The airplane the pilot was flying required the pilot to have a current medical certificate to operate it. The investigation could not determine the exact extent of and time that the pilot experienced the medical event that he had to be revived from when the airplane landed.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this incident to be: The pilot's operation of the airplane with known medical conditions and his subsequent heart attack in flight.

Findings

Personnel issues	Qualification/certification - Pilot
	Predisposing condition - Pilot (Cause)
	Decision making/judgment - Pilot (Cause)
	Impairment/incapacitation - Pilot (Cause)

Factual Information

On November 1, 2011, about 1730 central daylight time, N30CY, an experimental amateur-built Nusbaum Vaquero airplane, operated and piloted by a private pilot, sustained no damage when the pilot performed a forced landing on an open field near Hebron, Illinois, because the pilot had experienced a medical event in-flight. The personal flight was operating under 14 Code of Federal Regulations Part 91. Visual meteorological conditions prevailed at the time of the incident. No flight plan was on file. The local flight originated from Hebron, Illinois, at time unknown.

According to a McHenry County Sheriff's Incident/Offense Report, the pilot's son reported that he had been monitoring his father's flight. The pilot's son stated that he saw the airplane land and he went to the field where the airplane had landed. He saw the pilot lying back in the airplane's seat and the pilot did not appear to be breathing. First responders made their way to the open farm field and two personnel performed cardiopulmonary resuscitation on the pilot. An automated external defibrillator (AED) was applied to the pilot and the AED advised a shock needed to be administered, which it administered. The pilot was subsequently transported to a local hospital. According to Federal Aviation Administration (FAA) records, the pilot held a private pilot certificate. FAA medical records showed that the pilot reported that he had accumulated 4,000 hours of total flight time on the application for his last third-class medical dated May 11, 2001. On that application, the pilot indicated he previously reported that he had "heart or vascular trouble" on prior medical applications and that, he was using Coumadin. The generic name for Coumadin is Warfarin. The FAA Forensic Toxicology's WebDrugs website description of Warfarin indicated it is an anticoagulant medication.

N30CY was a high wing, two-place, tailwheel airplane. According to FAA airworthiness records, the pilot provided airplane weight and balance calculations, dated November 5, 2001, which indicated that the airplane's the gross weight with two occupants would be 1,492 pounds.

According to a McHenry County Department of Health Certificate of Death, the pilot died on November 3, 2011. The cause of death was attributed to a myocardial infarction. An autopsy was not performed. Samples for toxicological examination were not taken nor sent to the FAA Civil Aerospace Medical Institute and a Final Forensic Toxicology Accident Report was not produced. The pilot's son indicated that the pilot had previous heart conditions to include bypass surgery. He was sent requests to confirm the details involved in the incident and to date has not responded to the requests.

History of Flight

Enroute-cruise	Miscellaneous/other (Defining event)
Emergency descent	Off-field or emergency landing

Pilot Information

Certificate:	Private	Age:	65, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 None	Last Medical Exam:	05/11/2001
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	4000 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	NUSBAUM	Registration:	N30CY
Model/Series:	VAQUERO	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	0004
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1492 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	AMA/EXPR
ELT:	Not installed	Engine Model/Series:	UNKNOWN ENG
Registered Owner:	On file	Rated Power:	
Operator:	On file	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Observation Facility, Elevation:	BUU	Observation Time:	1735 CDT
Distance from Accident Site:		Condition of Light:	Day
Direction from Accident Site:		Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	13°C / 6°C
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	5 knots, 180°	Visibility (RVR):	
Altimeter Setting:	29.98 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Hebron, IL	Type of Flight Plan Filed:	None
Destination:	Hebron, IL	Type of Clearance:	None
Departure Time:		Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	None
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None		

Administrative Information

Investigator In Charge (IIC):	Edward F Malinowski	Adopted Date:	01/15/2013
Additional Participating Persons:	Sandra Boerman; Federal Aviation Administration; West Chicago, IL		
Publish Date:	01/15/2013		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=82226		

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