



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Salinas, CA	<b>Accident Number:</b>	WPR12LA241
<b>Date &amp; Time:</b>	06/01/2012, 1059 PDT	<b>Registration:</b>	N125CW
<b>Aircraft:</b>	WESTCOTT PROWLER JAGUAR	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>	Loss of control in flight	<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

Witnesses reported that the airplane accelerated down the runway, and immediately after takeoff the nose pitched up, and the airplane stalled, rolled, pitched down, and impacted the ground nose first. A postaccident examination of the flight control surfaces revealed no evidence of mechanical malfunctions or failures that would have precluded normal operation.

The forensic pathologist who performed the postmortem examination of the pilot reported that the pilot experienced a sudden cardiac event as a result of coronary artery atherosclerosis while piloting the airplane. The cardiac event is commonly associated with sudden unexpected death and would have resulted in incapacitation.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's inability to maintain airplane control during takeoff due to an incapacitating cardiac event.

## Findings

Aircraft	Performance/control parameters - Not specified (Cause)
Personnel issues	Cardiovascular - Pilot (Cause)

## Factual Information

### HISTORY OF THE FLIGHT

On June 1, 2012, at 1059 Pacific daylight time, an experimental Westcott Prowler Jaguar, N125CW, impacted terrain immediately after takeoff at the Salinas Municipal Airport, Salinas, California. The airplane was registered to, and operated by, the owner/builder under the provisions of 14 Code of Federal Regulations Part 91. The airline transport pilot was fatally injured. The airplane was destroyed and involved in a post-accident fire. Visual meteorological conditions prevailed, and a flight plan had not been filed.

According to the Monterey County Sheriff, witnesses reported observing the airplane accelerate down runway 26. Immediately after takeoff the nose pitched up, the airplane stalled, rolled, and pitched down, then impacted the ground nose first. A post-crash fire ensued. Witnesses stated that they could audibly hear the engine operating all the way up to ground impact.

### PERSONNEL INFORMATION

The pilot, age 73, held an airline transport pilot certificate with an airplane multiengine land rating and commercial privileges for airplane single engine land. He held a third-class medical certificate issued February 8, 2012, with the limitation that he wear lenses for distant vision, and have glasses for near vision. The pilot reported on his medical application that his flight experience included 20,000 flight hours and 75 hours in the previous 6 months. The pilot's logbook was not located and was not examined by investigators.

### AIRCRAFT INFORMATION

The experimental category tandem configured, low wing, airplane with retractable landing gear, serial number 0012, was manufactured in 2007. It was powered by a Rodeck V8 350-hp engine. Airplane maintenance records were not located and were not examined by investigators.

### WRECKAGE & IMPACT INFORMATION

The wreckage was located on the south side of runway 26 near taxi way D. A Federal Aviation Administration (FAA) Inspector examined the wreckage and reported that all flight control surfaces were present and that the airplane had been consumed by a post-crash fire.

Airport surveillance cameras captured the airplane's last few seconds prior to the accident.

Camera 7 was located on the south side of the runway near the approach end of runway 26. The imagery depicted the airplane passing through the upper right corner of the camera's field of view at an approximately 30° angle climb at 1058:45, and exiting the frame at 1058:47. The airplane reenters the frame at 1058:49 in an extreme nose down attitude, impacts terrain at 1058:54, and was immediately followed by a fire ball explosion.

Camera 9, located on a building on the north side of runway 26, views the intersection of taxi way D and runway 26/08. The camera imagery depicts the airplane entering the field of view at 1058:52 in an extreme nose low attitude with the left wing pointing towards the ground. The airplane rolls approximately 90° to its left and impacts the terrain inverted nose first 2 seconds later. A fireball explosion immediately follows.

### MEDICAL & PATHOLOGICAL INFORMATION

An autopsy was performed on the pilot on June 4, 2012, by the Monterey County Forensic Pathologist, at the Monterey County Coroner Facility, Salinas, California. The pathologist's summary stated that the pilot most likely died suddenly as a result of coronary artery atherosclerosis (heart attack due to hardening and narrowing of arteries that supply the heart muscle), commonly associated with sudden unexpected death. No rapidly fatal injuries sustained in the airplane crash were observed at autopsy.

The FAA's Forensic Toxicology Research Team CAMI performed forensic toxicology on specimens from the pilot. The following results were reported; no carbon monoxide detected in blood, no cyanide detected in blood, no ethanol detected in vitreous, and no listed drugs identified in urine.

## History of Flight

Initial climb	Collision with terr/obj (non-CFIT) Loss of control in flight (Defining event)
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## Pilot Information

<b>Certificate:</b>	Airline Transport; Commercial; Flight Engineer	<b>Age:</b>	73
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 3 With Waivers/Limitations	<b>Last Medical Exam:</b>	02/29/2012
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	(Estimated) 20000 hours (Total, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Manufacturer:	WESTCOTT	Registration:	N125CW
Model/Series:	PROWLER JAGUAR	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	0012
Landing Gear Type:	Retractable - Tailwheel	Seats:	2
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	AMA/EXPR
ELT:	Not installed	Engine Model/Series:	Rodeck V8
Registered Owner:	WESTCOTT CHARLES R	Rated Power:	350 hp
Operator:	WESTCOTT CHARLES R	Air Carrier Operating Certificate:	None

## Meteorological Information and Flight Plan

Observation Facility, Elevation:	KSNS, 85 ft msl	Observation Time:	1101 PDT
Distance from Accident Site:	0 Nautical Miles	Condition of Light:	Day
Direction from Accident Site:		Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	18°C / 11°C
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	8 knots, 300°	Visibility (RVR):	
Altimeter Setting:	29.89 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Salinas, CA (KSNS)	Type of Flight Plan Filed:	Unknown
Destination:	Salinas, CA (KSNS)	Type of Clearance:	None
Departure Time:	PDT	Type of Airspace:	

## Airport Information

Airport:	Salinas Municipal Airport (KSNS)	Runway Surface Type:	Asphalt
Airport Elevation:	85 ft	Runway Surface Condition:	Dry
Runway Used:	26	IFR Approach:	None
Runway Length/Width:	6000 ft / 150 ft	VFR Approach/Landing:	None

## Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal		

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Van McKenny	<b>Adopted Date:</b>	02/03/2014
<b>Additional Participating Persons:</b>	Wilbert J Robinson; Federal Aviation Administration; San Jose, CA		
<b>Publish Date:</b>	02/03/2014		
<b>Investigation Docket:</b>	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=83828">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=83828</a>		

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