



National Transportation Safety Board Aviation Accident Final Report

Location:	Fryeburg, ME	Accident Number:	ERA14LA084
Date & Time:	01/01/2014, 1045 EST	Registration:	N1803X
Aircraft:	BEECH A36	Aircraft Damage:	None
Defining Event:	Miscellaneous/other	Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot's son reported that he saw his father's airplane initiate a slow taxi for departure, drift right off the taxiway, and then come to rest next to a snow bank. The pilot's son found the pilot slumped over the control yoke, and he was subsequently transported to a hospital where he was pronounced dead. The pilot reported no significant medical history on his medical certificate application, and no health issues were identified during his most recent physical examination. However, the pilot's wife reported that the pilot had a history of heart disease. An autopsy revealed severe coronary artery atherosclerosis, an enlarged heart, and evidence of hypertensive heart disease, and the autopsy report stated that the cause of death was "severe coronary artery atherosclerosis."

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's incapacitation due to a cardiac event during taxi.

Findings

Personnel issues	Cardiovascular - Pilot (Cause)
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Factual Information

On January 1, 2014, about 1045 eastern standard time, a Beechcraft A36, N1803X, operated by a private individual, came to rest off of a taxiway after the private pilot became incapacitated at Eastern Slopes Regional Airport (IZG), Fryeburg, Maine. The private pilot was fatally injured. The personal flight was conducted under Title 14 Code of Federal Regulations Part 91. Visual meteorological conditions prevailed, and no flight plan was filed for the planned cross-country flight destined for Linden Airport (LDJ), Linden, New Jersey.

According to the pilot's son, his father, age 75, intended to fly the airplane home to New Jersey. After speaking to his father through a cockpit window, the son walked to his car and the pilot began a slow taxi to the runway. The airplane drifted to the right and came to rest next to a snow bank. The son ran to the airplane and found his father slumped over the control yoke. Emergency medical services transported the pilot to a hospital, where he was pronounced deceased. No damage was observed on the airplane.

The son reported nothing abnormal about the pilot's behavior on the day of the accident. He also stated the pilot had no prior medical problems, and that his death was a surprise to their family.

The pilot held a private pilot certificate, with ratings for airplane single-engine land, airplane single-engine sea, and instrument airplane. The pilot's most recent Federal Aviation Administration (FAA) third-class medical certificate was issued on January 6, 2012. At that time, the pilot reported 3,940 hours of total flight experience.

According to the pilot's FAA medical record, the pilot first received a third class medical certificate in 1964, with a restriction for corrective lenses. On January 2, 1980 the pilot was issued a second class medical certificate and a statement of demonstrated ability for defective distant vision of the left eye. The pilot's most recent physical examination was dated January 6, 2012 and with the exception of daily prophylactic Aspirin, the pilot did not report use of any additional medications or any medical problems or procedures.

An autopsy was performed on January 3, 2014, by the New Hampshire Medical Examiner's Office, Concord, New Hampshire. According to the autopsy report, the pilot's cause of death was "severe coronary artery atherosclerosis" and the manner of death was "natural." Significant disease was identified in the heart, which was markedly enlarged at a weight of 608 grams (normal for a man of his weight is 345 +/- 40) and had evidence of hypertensive heart disease with the left ventricular wall measured at 2.0 cm (normal is up to 1.3 cm). In addition, the pilot had severe three-vessel coronary artery atherosclerosis (up to 90% stenosis), scarring from a remote myocardial infarct of the posterior left ventricle and a calcific aortic stenosis. The wife reported to the medical examiner that the pilot had a history of heart disease.

Toxicological testing was performed on the pilot by the FAA Bioaeronautical Science Research Laboratory, Oklahoma City, Oklahoma. The testing revealed Rosuvastatin in the heart and urine, and 39 (ug/ml, ug/g) of Salicylate in the urine. Rosuvastatin, marketed under the trade name Crestor, is a prescription lipid-lowering agent used to treat elevated blood lipids and elevated cholesterol. Salicylate is a metabolite of Aspirin, an over-the-counter anti-inflammatory medication to treat aches and pains and reduce fever. Aspirin also has an anti-platelet effect, used to reduce the risk of myocardial infarction.

History of Flight

Taxi-to runway	Miscellaneous/other (Defining event)
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Pilot Information

Certificate:	Private	Age:	75
Airplane Rating(s):	Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 3 With Waivers/Limitations	Last Medical Exam:	01/06/2012
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 3940 hours (Total, all aircraft), 3000 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	BEECH	Registration:	N1803X
Model/Series:	A36 UNDESIGNAT	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Utility	Serial Number:	E-1864
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	02/01/2013, Annual	Certified Max Gross Wt.:	3651 lbs
Time Since Last Inspection:		Engines:	Unknown
Airframe Total Time:		Engine Manufacturer:	CONT MOTOR
ELT:	C126 installed, not activated	Engine Model/Series:	IO-550 SERIES
Registered Owner:	Bonanza Equities, Inc.	Rated Power:	300 hp
Operator:	Robert Chiarello	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Observation Facility, Elevation:	IZG, 455 ft msl	Observation Time:	1054 EST
Distance from Accident Site:	0 Nautical Miles	Condition of Light:	Day
Direction from Accident Site:	0°	Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:		Temperature/Dew Point:	-7° C / -17° C
Lowest Ceiling:	Broken / 5000 ft agl	Visibility	10 Miles
Wind Speed/Gusts, Direction:	5 knots, Variable	Visibility (RVR):	
Altimeter Setting:	30.24 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Fryeburg, ME (IZG)	Type of Flight Plan Filed:	None
Destination:	Linden, NJ (LDJ)	Type of Clearance:	None
Departure Time:	1045 EST	Type of Airspace:	Class G

Airport Information

Airport:	EASTERN SLOPES RGNL (IZG)	Runway Surface Type:	N/A
Airport Elevation:	455 ft	Runway Surface Condition:	
Runway Used:	N/A	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Stephen R Stein	Adopted Date:	10/27/2014
Additional Participating Persons:	James Newton; FAA/FSDO; Portland, ME		
Publish Date:	10/27/2014		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=88619		

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