
Pilot incapacitation, Douglas DC-9-32, March 29, 1995

Micro-summary: The first officer of this Douglas DC-9-32 was incapacitated due to a heart attack.


Event Date: 1995-03-29 at 1726 CST


Investigative Body: National Transportation Safety Board (NTSB), USA


Investigative Body's Web Site: <http://www.nts.gov/>

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		NTSB ID: FTW95IA148		Aircraft Registration Number: N5342L	
		Occurrence Date: 03/29/1995		Most Critical Injury: Fatal	
		Occurrence Type: Incident		Investigated By: NTSB	
Location/Time					
Nearest City/Place ABILENE		State TX	Zip Code 79602	Local Time 1726	Time Zone CST
Airport Proximity: Off Airport/Airstrip		Distance From Landing Facility:		Direction From Airport:	
Aircraft Information Summary					
Aircraft Manufacturer DOUGLAS		Model/Series DC-9-32		Type of Aircraft Airplane	
Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:					
<p>On March 29, 1995, approximately 1726 central standard time, a Douglas DC-9-32, N5342L, made an emergency landing at Abilene, Texas, after the first officer became incapacitated and subsequently expired. There were no injuries to the captain, three flight attendants, and 60 passengers, and the airplane was not damaged. The airplane was being operated by Grand Airways as a scheduled domestic passenger flight under 14 CFR Part 121 when the incident occurred. The flight originated at Phoenix, Arizona, on March 29, 1995, at 1115 mountain standard time. Visual meteorological conditions prevailed at the time and an IFR flight had been filed.</p> <p>Approximately 1630, while the airplane was cruising at FL330, the first officer told the captain he was ill. The captain assumed control of the airplane and summoned a flight attendant to the flight deck. The first officer donned his oxygen mask, but removed it shortly thereafter. Later, the first officer said his symptoms were passing and he resumed flying the airplane.</p> <p>Approximately 1655, as the airplane was descending to FL240, the first officer complained that he was beginning to feel sick again. The captain assumed control of the airplane and declared an emergency. As the airplane was diverted to Abilene, Texas, a passenger trained in CPR (cardiopulmonary resuscitation) examined the first officer, determined he had suffered a cardiac arrest, and began resuscitation. The airplane landed at 1725 and was met by paramedics. The first officer was subsequently pronounced dead on arrival at a local hospital (see Pilot/Operator report for additional information).</p> <p>An autopsy (AFC-046-95) was performed by Deputy Chief Medical Examiner Marc A. Krouse, M.D., of Anatomic and Forensic Pathology Consultants, in Fort Worth, Texas. Cause of death was attributed to ischemic heart disease. The report was reviewed by FAA's Southwest Regional Flight Surgeon, who noted there was evidence of an "old myocardial infarction" (heart attack), and a "high probability of a recent myocardial infarction."</p> <p>Toxicology protocol was conducted by FAA's Civil Aeromedical Institute (CAMI). According to CAMI's report, quinine was detected in the first officer's urine. According to a CAMI physician, quinine is an ingredient found in tonic water and various medications, including heart medication. The physician said the amount of quinine detected was "insignificant."</p> <p>A review of the first officer's most recent FAA physical examination, dated January 19, 1995, disclosed a blood pressure of 130/82, and a resting pulse of 80. EKG tracings were not enclosed. A former USAF pilot, the first officer's medical file included medical data from 1972. The only anomaly noted was Hodgkin's disease that was diagnosed in 1970 and treated. There was no evidence of a recurrence of symptoms.</p>					
FACTUAL REPORT - AVIATION					
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 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: FTW95IA148				
		Occurrence Date: 03/29/1995				
		Occurrence Type: Incident				
Landing Facility/Approach Information						
Airport Name		Airport ID:	Airport Elevation Ft. MSL	Runway Used 0	Runway Length	Runway Width
Runway Surface Type:						
Runway Surface Condition:						
Type Instrument Approach:						
VFR Approach/Landing: Precautionary Landing						
Aircraft Information						
Aircraft Manufacturer DOUGLAS		Model/Series DC-9-32		Serial Number 47278		
Airworthiness Certificate(s): Transport						
Landing Gear Type: Retractable - Tricycle						
Homebuilt Aircraft? No		Number of Seats: 115		Certified Max Gross Wt. 108000 LBS		Number of Engines: 2
Engine Type: Turbo Fan		Engine Manufacturer: P&W		Model/Series: JT8D-9A		Rated Power: 14500 LBS
- Aircraft Inspection Information						
Type of Last Inspection Continuous Airworthiness		Date of Last Inspection 03/1995		Time Since Last Inspection 14 Hours		Airframe Total Time 64524 Hours
- Emergency Locator Transmitter (ELT) Information						
ELT Installed? No		ELT Operated?		ELT Aided in Locating Accident Site?		
Owner/Operator Information						
Registered Aircraft Owner MCDONNELL DOUGLAS CORP.		Street Address 3855 LAKEWOOD BLVD.				
		City LONG BEACH		State CA	Zip Code 90846	
Operator of Aircraft GRAND AIRWAYS		Street Address 6005 LAS VEGAS BLVD, SO.				
		City LAS VEGAS		State NV	Zip Code 89119	
Operator Does Business As:				Operator Designator Code: AENA		
- Type of U.S. Certificate(s) Held:						
Air Carrier Operating Certificate(s): Flag Carrier/Domestic; Supplemental						
Operating Certificate:			Operator Certificate:			
Regulation Flight Conducted Under: Part 121: Air Carrier						
Type of Flight Operation Conducted: Scheduled; Domestic; Passenger Only						

 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: FTW95IA148
	Occurrence Date: 03/29/1995
	Occurrence Type: Incident

First Pilot Information

Name On File	City On File	State On File	Date of Birth On File	Age 31
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Sex: M	Seat Occupied: Left	Principal Profession: Civilian Pilot	Certificate Number: On File
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Certificate(s): Airline Transport; Flight Instructor; Commercial

Airplane Rating(s): Multi-engine Land; Single-engine Land

Rotorcraft/Glider/LTA: None

Instrument Rating(s): Airplane

Instructor Rating(s): Airplane Single-engine

Type Rating/Endorsement for Accident/Incident Aircraft? Yes	Current Biennial Flight Review?
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Medical Cert.: Class 1	Medical Cert. Status: Valid Medical--no waivers/lim.	Date of Last Medical Exam: 12/1994
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- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air
						Actual	Simulated			
Total Time	2986	2286	72	2914	450	395	50			
Pilot In Command(PIC)	1011	900	40	71						
Instructor	263	263								
Last 90 Days	240	240				53				
Last 30 Days	93	93				16				
Last 24 Hours	3	3								

Seatbelt Used? Yes	Shoulder Harness Used? Yes	Toxicology Performed?	Second Pilot? Yes
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Flight Plan/Itinerary

Type of Flight Plan Filed: IFR

Departure Point PHOENIX	State AZ	Airport Identifier PHX	Departure Time 1115	Time Zone MST
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Destination DALLAS	State TX	Airport Identifier DFW	
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Type of Clearance: IFR

Type of Airspace: Class A

Weather Information

Source of Briefing:
Company

Method of Briefing:

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Weather Information					
WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
ABI	1735	CST	1790 Ft. MSL	0 NM	0 Deg. Mag.
Sky/Lowest Cloud Condition: Unknown			0 Ft. AGL	Condition of Light: Day	
Lowest Ceiling: Broken		3700 Ft. AGL		Visibility: 25 SM	Altimeter: 30.00 "Hg
Temperature: 11 °C	Dew Point: 3 °C	Wind Direction: 40		Density Altitude: 1539 Ft.	
Wind Speed: 9	Gusts:	Weather Conditions at Accident Site: Visual Conditions			
Visibility (RVR): 0 Ft.	Visibility (RVV) 0 SM	Intensity of Precipitation: Unknown			
Restrictions to Visibility: None					
Type of Precipitation: None					

Accident Information		
Aircraft Damage: None	Aircraft Fire: None	Aircraft Explosion: None

Classification: U.S. Registered/U.S. Soil					
- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot				1	1
Second Pilot	1				1
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants					
Other Crew				3	3
Passengers				60	60
- TOTAL ABOARD -	1			64	65
Other Ground	0	0	0		0
- GRAND TOTAL -	1	0	0	64	65

National Transportation Safety Board

FACTUAL REPORT

AVIATION



NTSB ID: FTW95IA148

Occurrence Date: 03/29/1995

Occurrence Type: Incident

Administrative Information

Investigator-In-Charge (IIC)

ARNOLD W. SCOTT

Additional Persons Participating in This Accident/Incident Investigation:

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