



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Research and Engineering
Washington, DC

Medical and Injury Factual Report

November 7, 2017

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Chief Medical Officer

A. ACCIDENT: ERA16FA108; Marshville, NC

On February 18, 2016, about 1910 eastern standard time, a Beech A36, N61WB, made a forced landing after a total loss of engine power near Marshville, North Carolina. The airline transport rated pilot was fatally injured. The airplane's wings and firewall were substantially damaged. The airplane was registered to and operated by Indigo Air LLC as a 14 Code of Federal Regulations Part 91 corporate flight. Visual flight rules conditions existed near the accident site at the time of the accident and the flight was operated on an instrument flight rules flight plan. The flight originated at Daytona Beach International Airport (DAB), Daytona Beach, Florida, about 1554, and was destined for the Davidson County Airport (EXX), Lexington, North Carolina.

B. GROUP IDENTIFICATION:

No group was formed for this investigation.

C. DETAILS OF INVESTIGATION

1. Purpose

This investigation was performed to document underlying medical conditions, medications, and the injuries sustained by the pilot.

2. Methods

The FAA medical case review, toxicology report, autopsy report, scene photographs, and the investigator's report were reviewed.

FAA Medical Case Review

According to the FAA medical case review, the 68 year old male pilot reported 17,000 total flight hours as of his last medical exam, dated 10/13/2015. At that time, he was reported to be 72 inches tall and weighed 256 pounds. He had reported hypertension and high cholesterol to

the FAA; at the time of his last exam, these were being adequately treated with doxazosin (also called Cardura) and simvastatin (also called Zocor), respectively. These medications are not considered impairing. He also reported having had a cataract removal and surgical treatment for glaucoma in his left eye in January 2015. He met visual acuity standards and there were no other abnormalities on his physical exam. He was issued a second class medical certificate limited by a requirement for corrective lenses.

Toxicology Testing

Toxicology testing performed by the FAA's Bioaeronautical Sciences Research Laboratory identified only doxazosin in urine and blood.

Autopsy Findings

According to the autopsy performed by the Mecklenburg County Medical Examiner's Office, the cause of death was blunt force injuries due to airplane crash and the manner of death was accident. No significant natural disease was identified. He was reported as weighing 284 pounds and being 73 inches tall. The pilot's injuries included:

- Contusions and abrasions of the forehead and upper and lower lips
- Fractures of upper teeth including the central and lateral incisors.
- Contusion of the right anterior torso
- Abrasion of the left anterior chest
- Disruption of the proximal descending aorta with massive left hemothorax
- Fracture of the body of T7
- Fractures of left ribs 9 and 10
- Fracture of the transverse process of L3
- Abrasions of the legs and skin avulsions of the posterior forearms.
- Abrasion of the left lower chest

According to the death investigator's notes, the pilot was found deceased, slumped over in the left seat, still wearing the lap portion of his restraint system. Although the plane was equipped with a single shoulder harness (across the left shoulder in this seating position), it was apparently not in use. According to scene photographs of the pilot, the contusion of the right anterior torso was shaped like the yoke; it began at or below the rib margin and continued inferiorly. According to the investigator in charge, the plastic grommet required to securely attach the shoulder harness to the seat belt buckle was not in place and not found in the debris.

D. SUMMARY OF FINDINGS

The 68 year old male pilot and sole occupant in this accident had reported 17,000 total flight hours as of his last medical exam, dated 10/13/2015. At that time, he was reported to be 72 inches tall and weighed 256 pounds. He had reported hypertension and high cholesterol to the FAA; at the time of his last exam, these were being adequately treated with doxazosin (also called Cardura) and simvastatin (also called Zocor), respectively. These medications are not considered impairing. He also reported having had a cataract removal and surgical treatment for glaucoma in his left eye in January 2015. He met visual acuity standards and there were no other abnormalities on his physical exam. He was issued a second class medical certificate limited by a requirement for corrective lenses.

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