

Safety Seminar - Pilot Impairment Case Studies

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St Lucie, FL - Kitfox IV - 4/2013

- 1 fatal
- Takeoff, initially headed north, then circled to a “close in” left downwind rwy 27
- Conditions “a little hazy” then “popping through the clouds” on downwind
- Engine sounds – high power, no anomalies
- Base to final – nose drop, headed straight down

St Lucie, FL - Kitfox IV - 4/2013



Photo 1 - Overview of NTSB's Photo Collection of St. Lucie, Fla. To CP 104

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St Lucie, FL - Kitfox IV - 4/2013



St Lucie, FL - Kitfox IV - 4/2013

Wreckage

- Ground scars – nose down impact
- Flight controls present – continuity not determined (crush damage)
- Prop/spinner – some indications of rotation

Personnel

- 61 years old – 3rd class medical – no reported concerns
- PPSEL
- 691 Total Flight hours / 570 make model

St Lucie, FL - Kitfox IV - 4/2013

Toxicology

- Doxylamine - therapeutic in blood
 - AKA Nyquil a sedating allergy medication
 - AKA Unisom a non-prescription sleep aid
- Diphenhydramine – low levels in blood
 - AKA Benadryl a sedating allergy medication
 - AKA Sominex a non-prescription sleep aid
- Combination
 - increased drowsiness, confusion, and memory problems.
- WARNINGS
 - “avoid activities requiring mental alertness such as driving or operating hazardous machinery until you know how the medications affect you.”



- **PC:** The pilot's failure to maintain adequate airspeed during the turn to final, which resulted in an exceedance of wing critical angle-of-attack and a subsequent aerodynamic stall. Contributing to the accident was the pilot's combined use of two sedating antihistamines, which resulted in his impairment.

Honesdale, PA – C177B – 5/2012

- 1 fatal
- Traffic pattern – 3 approaches to rwy 18
- Winds favoring runway 36, “10 knots” to “windsock straight out”
- 2 low approaches to G/A
- 3rd approach – fast, flare after numbers, long float, touchdown on nosegear, porpoised several times - then power added , pitch to +20 deg, left wing dropped, stall and rotated 180 deg to the left.



Photo 1 - Wreckage Overview

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Photo 2 - Additional Wreckage Overview

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Honesdale, PA – C177B – 5/2012

Wreckage

- Ground scars – 200 feet left of rwy – abeam numbers – fuselage rotation
- Flight controls present – continuity confirmed
- Propeller – S-bending, chordwise scratches – tip curling – indicators of power

Personnel

- 67 years old – 3rd class medical – using esomeprazole (Nexium), previous kidney stone
- Temporary private pilot certificate*
- 300 + Total Flight hours / 100+ make model

Honesdale, PA – C177B – 5/2012

Toxicology

- Diphenhydramine – low levels in blood
 - AKA Benadryl a sedating allergy medication
 - AKA Sominex a non-prescription sleep aid
- WARNINGS
 - “avoid activities requiring mental alertness such as driving or operating hazardous machinery until you know how the medications affect you.”



ERA12FA319

Honesdale, PA

- PC: The pilot pitching the airplane to an excessive nose-up attitude during an aborted landing, which resulted in increased induced drag, diminished airspeed, and an aerodynamic stall/spin. Contributing to the accident was the pilot's use of a sedating antihistamine, which resulted in impaired mental and motor skills.

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SAFETY ALERT

National Transportation Safety Board



Pilots: Understand Impairment Risk



***Over-the-Counter and Prescription Drugs
Can Cause Impairment***

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- Pilots may be using OTC or prescription drugs without realizing that they can cause impairment.

- For medications that have a warning about using caution when driving a vehicle, the Federal Aviation Administration (FAA) recommends **waiting at least 5 times the longest recommended interval between doses before flying** to be sure you are safe to fly.
- For example, if the dosing interval states, “take every 4 to 6 hours” that means waiting 30 hours (5 times the longest dosing interval of 6 hours).

Stop talking, Brazy. I have a
question!

Spread the word, please.

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