Medical Certification: Yes, Miscellaneous statistics: Male, age 58, Brief summary: After takeoff, the pilot collapsed to the floor of the gondola and had difficulty breathing. The balloon hit the porch of a house and was substantially damaged. The pilot died from acute myocardial infarction.

- (2) Date: February 20, 1986, Category of Aircraft: Glider, Crew Injuries: 1 fatal, Passenger/Gnd personnel injuries: 0, Medical Certification: Yes, Miscellaneous statistics: Male, age 65, Brief summary: Medical examination of the pilot revealed that the pilot had a history of heart condition and at the time of the accident the pilot experienced an heart arrhythmia associated with a myocardial infarction.
- (3) Date: February 24, 1990, Category of Aircraft: Glider, Crew Injuries: 1 fatal, Passenger/Gnd personnel injury: 0, Medical Certification: None, Miscellaneous statistics: Male, age 53, Brief summary: Pilot had a history of epileptic seizures. Toxicological

analysis revealed the drug carbamazepine present in the blood and urine samples at therapeutic levels. The drug was an anticonvulsant which causes drowsiness.

- (4) Date: July 31, 1990, Category of Aircraft: Glider, Crew Injuries: 1 minor, Passenger/Gnd personnel injury: 0, Medical Certification: Yes, Miscellaneous statistics: Female, age 56, Brief summary: Pilot had reported she had injured her right arm during flight into turbulent conditions. She stated she was unable to control the pitch of the glider due to her injuries and had to parachute out.
- (5) Date: July 19, 1991, Category of Aircraft: Glider, Crew Injuries: 1 fatal, Passenger/Gnd personnel injury: 0, Medical Certification: Medical certificate had lapsed, Miscellaneous statistics: Male, age 63, Brief summary: An autopsy revealed the pilot had cardiovascular disease, including coronary atherosclerosis with thrombosis of bypass graft.
- (6) Date: July 31, 1991, Category of Aircraft: Glider, Crew Injuries: 1 fatal, Passenger/Gnd personnel injury: 0, Medical Certification: Unknown, Miscellaneous statistics: Male, age 25, Brief summary: Pilot reported a midair collision with another glider. The NTSB's finding determination was the failure of the pilot to maintain an adequate visual lookout and the collision induced incapacitation.
- (7) Date: September 21, 1991, Category of Aircraft: Glider, Crew Injuries: 1 serious, Passenger/Gnd personnel injury: 0, Medical Certification: Medical certificate had lapsed, Miscellaneous statistics: Male, age 72, Brief summary: Pilot reported that he blacked out.

In addition, the NTSB supplied the FAA with the following total general aviation aircraft accident data and statistics involving medical incapacitation as a cause or factor in their finding during the years 1982 through 1993:

	Aircraft	Accidents	Fatal Accidents	Injuries			
				Fatal	Serious	Minor	None
1982	10	10	8	11	1	0	42
1983	7	7	5	6	1	0	6
1984	15	15	10	21	6	2	21
1985	14	14	9	11	2	4	117
1986	12	12	7	9	1	1	307
1987	14	14	11	56	0	0	112
1988	13	13	7	7	6	3	104
1989	7	7	6	7	0	0	2
1990	7	7	6	8	0	1	0
1991	20	20	14	15	6	5	23
1992	13	13	10	19	4	1	69
1993	6	6	3	3	1	0	209
Totals	132	132	96	170	28	17	1012

^{*}This data does not differentiate between those pilots who held current, valid medical certificates at the time of the accident and those who allowed their medical certificates to lapse or never held medical certificates. Furthermore, this data did not filter out those accidents that were a result of a medical incapacitation involving an injury sustained during the flight or alcohol or illegal drug incapacitation.

15. Required Pilot Possession of Pilot and Medical Certificates

The FAA proposes to clarify the requirement in § 61.3 that a pilot, flight instructor, ground instructor, or medical certificate must be in the person's "personal possession" whenever that person exercises the privileges of the certificate. The FAA's intent is to have pilots and instructors carry their certificates on or near their person while exercising the privileges of that certificate.

A legal decision has demonstrated that the current requirement can be interpreted in more than one manner. For example, "personal possession" was interpreted to permit a pilot to exercise the privileges of a pilot certificate while the certificate remained behind in the

pilot's residence or automobile. The general purpose of the regulation, however, is to enable pilots or required flight crewmembers to present their certificate to an authorized person upon request and at the time of that request.

The FAA proposes to replace the reference "personal possession" with the requirement that a certificate be in the "person's physical possession or readily available." This way, a pilot certificate would be available when requested by an authorized person. Additionally, a person who carries their pilot and medical certificates in their briefcase or in a purse aboard the aircraft would still be in compliance with the rule. However, this does not mean that person could state their pilot and medical certificates are located at

their home in a desk drawer and still be in compliance with the term in the "person's physical possession or readily available."

16. Issuance of U.S. Pilot Certificates on the Basis of Foreign Pilot Licenses

The FAA proposes several changes to § 61.75, regarding issuance of a U.S. pilot certificate on the basis of a foreign pilot license. The FAA proposes to amend § 61.75 to require that when a foreign pilot certificate is not in the English language, the person must provide a signed English transcription of the license and its limitations from the foreign government's aviation agency. An English-language transcription would help avoid incorrect issuance of a U.S. pilot