



National Transportation Safety Board Aviation Accident Final Report

Location:	OTTAWA, KS	Accident Number:	CHI95DCQ01
Date & Time:	04/01/1995, 1230 CST	Registration:	N876CB
Aircraft:	PITTS S-2B	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

PURPOSE OF THE FLIGHT WAS TO PRACTICE AEROBATIC MANEUVERS. WITNESSES STATED THE AIRPLANE ENTERED A 'FLAT SPIN' FROM WHICH THE PILOT DID NOT RECOVER. THE ENGINE WAS RUNNING AT TIME OF IMPACT. THE AIRPLANE IMPACTED THE TERRAIN AND A FIRE ENSUED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot not performing proper stall/spin recovery procedures.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: MANEUVERING

Findings

1. AEROBATICS - PERFORMED - PILOT IN COMMAND
2. STALL/SPIN - ENCOUNTERED - PILOT IN COMMAND
3. (C) EMERGENCY PROCEDURE - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

History of Flight

On April 1, 1995, at 1230 central standard time (CST), a Pitts S-2B, N876CB, operated as a personal aircraft by an instrument rated commercial pilot impacted level terrain 1/2 mile east of Ottawa Municipal Airport (OWI), Ottawa, Kansas, and was destroyed. A post-crash fire occurred. The commercial certificated pilot sustained fatal injuries. Visual meteorological conditions existed at the time of the accident, no flight plan was filed. The flight operated under 14 CFR Part 91, and had originated from OWI at 1220 cst.

The purpose of the flight was an aerobatic practice session. Witnesses stated the airplane climbed to an altitude of approximately 3,000 feet, leveled off, and entered a "flat-spin" maneuver, one mile east of the airport. The airplane remained in the spin until ground impact.

Personal Information

The 57 year old pilot held a commercial pilot certificate number 488386430, with privileges for single engine land, instrument, and multi-engine and glider tow rating limited to private pilot privileges. In addition he held flight instructor rating with single engine land and instrument airplane privileges.

The pilot's last medical examination was accomplished on October 25, 1994, at which time he was issued a Second Class medical certificate with limitations for near vision.

The pilot has a total of 5851.0 flight hours at the time of the accident. His most recent biennial flight review was completed on June 13, 1994, in a T-34B.

Airplane Information

The airplane was a Pitts Aerobatic, S-2B, N876CB, manufactured in 1984, with serial number 5033. The airplane had accumulated 561.2 total hours at the last annual inspection on February 3, 1995. The last entry in the engine log was dated March 13, 1995, at which time eight new engine mount rubbers were installed.

Meteorological Conditions

Olathe, Kansas (IXD) reported that visual meteorological conditions existed at the time of the accident, this is consistent with the observations of witnesses near the accident site.

Wreckage and Impact Information

The airplane came to rest approximately one mile directly east of the Ottawa Airport, in an open field. Inspection of the airframe failed to reveal any pre-existing anomalies. Engine and flight control continuity could not be established due to the post impact fire. The integrity of the engine was confirmed. All airplane components were located at the point of impact with no scatter pattern being noted.

Medical and Pathological Information

An autopsy was not performed and toxicological samples were not taken.

Fire

Most of the cockpit was consumed by the post-impact fire. The exact ignition source is unknown. Much of the fuel system was consumed by fire.

Pilot Information

Certificate:	Commercial	Age:	57, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	10/25/1994
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	5851 hours (Total, all aircraft), 584 hours (Total, this make and model), 5639 hours (Pilot In Command, all aircraft), 94 hours (Last 90 days, all aircraft), 34 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PITTS	Registration:	N876CB
Model/Series:	S-2B S-2B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	5033
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	02/01/1995, Annual	Certified Max Gross Wt.:	1625 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	561 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated	Engine Model/Series:	AEIO-540-D4A5
Registered Owner:	J. B. ENTERPRISE, INC.	Rated Power:	260 hp
Operator:	HERBERT R. HODGE	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	IXD, 1087 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1345 CST	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	7 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	320°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	15° C
Precipitation and Obscuration:			
Departure Point:	(OWI)	Type of Flight Plan Filed:	None
Destination:	(OWI)	Type of Clearance:	None
Departure Time:	1220 CST	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	MICHAEL DUCHARME	Report Date:	11/06/1995
Additional Participating Persons:	WEBSTER MCKINLEY; WICHITA, KS		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).