



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	WAUCHULA, FL	<b>Accident Number:</b>	MIA97LA091
<b>Date &amp; Time:</b>	03/02/1997, 1646 EST	<b>Registration:</b>	N1201G
<b>Aircraft:</b>	Hackett WINDEX 1200C	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Fatal

**Flight Conducted Under:** Part 91: General Aviation -

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## Analysis

The home built, powered glider was being flown on a flight to conduct a stall test at 3,000 feet. A witness observed the powered sailplane flying westbound at low altitude. According to the witness, the powered sailplane entered an abrupt turn to the east, then it started rotating to the left in a descent until it disappeared from view below a tree line. Examination of the crash site revealed evidence that the powered sailplane collided with the ground in a near vertical descent, 10-degree nose-up attitude, with no evidence of forward motion, rotating around its vertical axis to the left. Examination of the airframe, flight control assembly, engine assembly, and accessories revealed no evidence of a precrash mechanical failure or malfunction. The powered sailplane had accumulated about 4 hours of flight time, since it was built.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: failure of the pilot to maintain adequate airspeed, while maneuvering, which resulted in an inadvertent stall/spin and subsequent collision with terrain.

## Findings

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

### Findings

1. MANEUVER - INITIATED - PILOT IN COMMAND
2. (C) AIRSPEED - INADEQUATE - PILOT IN COMMAND
3. (C) STALL/SPIN - INADVERTENT - PILOT IN COMMAND

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

## Factual Information

On March 2, 1997, about 1646 eastern standard time, a Windex 1200C, N1201G, registered to a private owner, operating as a 14 CFR Part 91 personal flight, crashed while maneuvering in the vicinity of Wauchula, Florida. Visual meteorological conditions prevailed and no flight plan was filed. The airplane was destroyed and the private pilot was fatally injured. The flight originated from Wauchula about 48 minutes before the accident.

Friends of the deceased pilot stated the pilot departed Wauchula at about 1558 for the local flight. The pilot was going to conduct a stall test at 3,000 feet. They talked to him periodically throughout the flight. The last communication was at about 1545. The pilot stated he had completed the stalls and everything was okay. About 30 minutes later, a Hardee County Sheriff's Deputy arrived at the airport and informed them that there had been an airplane accident. They departed the airfield for the crash site, and upon arrival identified the deceased pilot.

A witness stated she was driving south when she observed the airplane on the east side of the road flying westbound at a very low altitude. She thought the airplane was a remote control airplane due to its size and altitude. She looked down towards the ground to see if she could find the operator and didn't see anyone. She looked back up and observed the airplane make an abrupt turn to the east. The airplane then started rotating to the left in a vertical descent until it disappeared from view below the tree line. She continued driving and observed the airplane in a pasture with the pilot laying motionless beside the airplane. She stopped her car, went to the fence and called the pilot. There was no response. She engaged the assistance of a passing motorist to call for help and notify the authorities.

The wreckage of N1201G was located in a pasture due east of Danby Road and Ander Marsh Road in the vicinity of Wauchula, Florida.

Examination of the crash site revealed the airplane collided with the ground in a near vertical descent, 10-degree nose-up attitude, with no evidence of forward motion rotating around its vertical axis to the left. The engine and propeller assembly were displaced downward. One composite propeller blade had separated and was located by the left wing. No evidence of chordwise scarring was present. The remaining propeller blade was found in the feather position with no evidence of chordwise scarring. Buckling damage was present on the upper surface of the left wing near the fuselage. The left wing flap was folded under the left wing and attached at the most inboard hinge. The right flap had separated and was laying below the trailing edge of the right wing oriented in a chordwise direction. The fuel tank was not ruptured and about 2 1/2 gallons of fuel was present in the fuel tank. The canopy had broken in four pieces. Examination of the canopy emergency jettison handle revealed the red release wire was functional and had not been activated. The right hand canopy attachment frame assembly was torn away from the fuselage. The left-hand canopy release mechanism was functional and revealed no evidence of a precrash mechanical failure or malfunction.

Examination of the airframe, flight control assembly, engine assembly and accessories revealed no evidence of a precrash mechanical failure or malfunction. All components necessary for flight were present at the crash site. Continuity of the flight control system was confirmed for pitch, roll, and yaw.

Postmortem examination of the pilot was conducted by Dr. Stephen J. Nelson, Medical Examiner, District Ten, Bartow, Florida, on March 3, 1997. The cause of death was multiple blunt force traumatic injuries. Postmortem

toxicology of specimens from the pilot were forwarded to Wuesthoff Memorial Hospital, Rockledge, Florida, for analysis. The studies were negative for alcohol, neutral, acidic, and basic drugs.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	62
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	Glider	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	08/29/1995
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1500 hours (Total, all aircraft), 60 hours (Total, this make and model), 1460 hours (Pilot In Command, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Hackett	<b>Registration:</b>	N1201G
<b>Model/Series:</b>	WINDEX 1200C WINDEX 12	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>	Experimental	<b>Serial Number:</b>	001
<b>Landing Gear Type:</b>		<b>Seats:</b>	1
<b>Date/Type of Last Inspection:</b>	02/12/1997, Annual	<b>Certified Max Gross Wt.:</b>	694 lbs
<b>Time Since Last Inspection:</b>	4 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	4 Hours	<b>Engine Manufacturer:</b>	Konig
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	SC430
<b>Registered Owner:</b>	RUSSEL F. HACKETT	<b>Rated Power:</b>	24 hp
<b>Operator:</b>	LARS R. BERGSTROM	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	TPA, 27 ft msl	Distance from Accident Site:	43 Nautical Miles
Observation Time:	1756 EST	Direction from Accident Site:	330°
Lowest Cloud Condition:	Scattered / 5000 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	26 °C / 21 °C
Precipitation and Obscuration:			
Departure Point:	(FDO6)	Type of Flight Plan Filed:	None
Destination:	(FD06)	Type of Clearance:	None
Departure Time:	1558 EST	Type of Airspace:	Class G

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	CARROL A SMITH	Report Date:	08/29/1997
Additional Participating Persons:	LADD R LEWIS; ORLANDO, FL		
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 <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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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](#).