



# National Transportation Safety Board Aviation Accident Data Summary

---

<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>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation -		

---

## 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

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

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

-----

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

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	62
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	Glider	<b>Instructor Rating(s):</b>	None
<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>Engines:</b>	1 Reciprocating
<b>Operator:</b>	LARS R. BERGSTROM	<b>Engine Manufacturer:</b>	Konig
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	SC430
<b>Flight Conducted Under:</b>	Part 91: General Aviation -		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	TPA, 27 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	6 knots / , 230°
<b>Temperature:</b>	26° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	(FDO6)	<b>Destination:</b>	(FDO6)

## Wreckage and Impact Information

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

## Administrative Information

<b>Investigator In Charge (IIC):</b>	CARROL A SMITH	<b>Adopted Date:</b>	08/29/1997
<b>Investigation Docket:</b>	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:pubinq@ntsb.gov">pubinq@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> .		

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.