



National Transportation Safety Board Aviation Accident Final Report

Location:	MT. PLEASANT, IA	Accident Number:	CHI93DCD03
Date & Time:	08/01/1993, 1955 CDT	Registration:	N92T
Aircraft:	HOWARD W. DUTTON GLAS AIR II RG	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

Witnesses observed the homebuilt airplane maneuvering. They observed the nose to pitch up and the airplane to enter a steep nosedown attitude with counter-clockwise rotation. Coincident with the pitch-up maneuver there was a popping sound from the airplane and engine sounds ceased. Just prior to impact high level engine sounds returned.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot-in-command's not maintaining aircraft control.

Findings

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

Findings

1. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. STALL/SPIN - INADVERTENT - PILOT IN COMMAND

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

Findings

3. REMEDIAL ACTION - NOT OBTAINED - PILOT IN COMMAND

Factual Information

HISTORY OF FLIGHT

On August 1, 1993, at 1955 local time, a home-built Howard W. Dutton Glasair II RG operated by Howard W. Dutton of Mount Pleasant, Iowa, was on a flight that crashed on a farm field approximately 2.5 miles east of Mount Pleasant. Visual Flight Rules (VFR) prevailed at the time of the accident, and no flight plan was filed. The aircraft was destroyed and the pilot was fatally injured. The pilot held a private pilot certificate with an instrument rating and a current third class medical.

Witnesses to the accident stated that prior to impact the airplane was observed to pitch nose up, enter a near nosedown attitude and rotated counter-clockwise. One witness stated that coincident with the pitch-up maneuver, there was a popping sound from the airplane and engine sounds ceased; however, this witness stated that just prior to impact high level engines sounds resumed.

CREW INFORMATION

The pilot was a certificated private pilot holding an instrument rating and a third class medical. He had logged approximately 700 hours total time with approximately 100 hours in this make and model.

AIRCRAFT INFORMATION

N92T, Dutton Glasair II RG, an amateur built aircraft manufactured and owned by Howard W. Dutton of Mount Pleasant, Iowa, was registered on 4/15/91, and received an Experimental Amateur-built Certificate of Airworthiness on 04/07/92. The airframe had a total time of approximately 100 hours. The aircraft empty weight was recorded as 1327 pounds. The aircraft had a current condition inspection.

IMPACT AND WRECKAGE

The aircraft initial impact with the ground was with the right wing. Crop damage indicates aircraft was basically on a heading of approximately 100 degrees. Approximately 24 feet further along the path, the main fuselage contacted the ground. The aircraft began breaking up at this point continuing in a path approximately on a 120 degree heading coming to rest approximately 87 feet from initial impact of fuselage. Approximate width of path from that point to final resting point was 21 feet. Propeller, propeller hub, engine starter drive gear, and crankshaft were sheared off at impact of fuselage. They were found approximately 40 feet from initial impact and about 10 feet to the right of the wreckage path. Right wing and right horizontal stabilizer with elevator were damaged from impact. Rudder, left horizontal stabilizer and elevator along with left wing were intact except for minor damage of skidding along the ground. The left wing was separated from fuselage at attachment to fuselage. All flight controls, wing structures, landing gear and major portions of fuselage structure were with the main wreckage. The canopy was examined and appeared to still be secured at impact. It was then separated by tearing of the fiberglass structure and was with the rest of the wreckage. Engine was canted to the right and the fuselage bottom structure showed more crushing from impact on the right side than the left.

The aircraft made contact with the ground in a right wing low, nosedown attitude, but not inverted. The landing gear was retracted at impact. The engine had fuel to the distributor

valve and the fuel filter was full of fuel. All accessory drives were functional and still had mechanical integrity with the drive train. Magnetos were sparked and functioned. Magneto timing could not be verified. Engine oil filter showed no metal or visible contaminants. All fuel tanks were ruptured and fuel quantity could not be verified. The personal restraint system consisted of a lap and shoulder belt. The belts were still fastened but were torn loose from their attachment points.

The aircraft instruments were destroyed in the crash.

MEDICAL/PATHOLOGICAL INFORMATION

A toxicology mailing kit was given to De Francis Garrity, Des Moines, Iowa. There was no evidence of significant natural disease.

ADDITIONAL DATA

The wreckage was released to Mrs. Shirley Dutton after the on scene investigation on August 2, 1993.

Pilot Information

Certificate:	Private	Age:	60, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	02/05/1993
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	700 hours (Total, all aircraft), 110 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	HOWARD W. DUTTON	Registration:	N92T
Model/Series:	GLAS AIR II RG GLAS AIR I	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	1
Landing Gear Type:	Retractable - Tricycle	Seats:	2
Date/Type of Last Inspection:	04/01/1993, Annual	Certified Max Gross Wt.:	2100 lbs
Time Since Last Inspection:	12 Hours	Engines:	1 Reciprocating
Airframe Total Time:	110 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	IO-360
Registered Owner:	DUTTON, HOWARD W.	Rated Power:	180 hp
Operator:	DUTTON, HOWARD W.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	0 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Light and Variable /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	27° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0000	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): ROBERT J HILLOCK **Report Date:** 07/25/1994

Additional Participating Persons: NICK K SPASIC; DES MOINES, IA

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 pubinq@ntsb.gov, or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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