



National Transportation Safety Board Aviation Accident Data Summary

Location:	MT. PLEASANT, IA	Accident Number:	CHI93DCD03
Date & Time:	08/01/1993, 1955 CDT	Registration:	N92T
Aircraft:	HOWARD W. DUTTON GLAS AIR II RG	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

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

Pilot Information

Certificate:	Private	Age:	60
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
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	Engines:	1 Reciprocating
Operator:	DUTTON, HOWARD W.	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	IO-360
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Witness
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	Light and Variable / ,
Temperature:	27° C	Visibility	0 Miles
Precipitation and Obscuration:			
Departure Point:	Destination:		

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC):	ROBERT J HILLOCK	Adopted Date:	07/25/1994
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/ .		

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.