



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	WARRENSBURG, MO	<b>Accident Number:</b>	CHI94LA043
<b>Date &amp; Time:</b>	12/02/1993, 1651 CST	<b>Registration:</b>	N7631C
<b>Aircraft:</b>	CLEVELAND PIEL EMERAUDE CP-304	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Serious

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

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## Analysis

THE SOLO STUDENT PILOT STATES THAT HE CLIMBED THE EXPERIMENTAL, HOME BUILT AIRPLANE TO AN ALTITUDE OF 4,200 FEET MSL TO PRACTICE NORMAL SPIN ENTRY AND RECOVERY. OUT OF CURIOSITY, HE APPLIED POWER WHILE IN THE SPIN TO SEE IF THE AIRPLANE WOULD SPIN FASTER. THE AIRPLANE'S NOSE IMMEDIATELY ROSE, AND AS THE AIRPLANE ENTERED INTO A FLAT SPIN, THE ENGINE LOST POWER. THE PILOT WAS UNABLE TO RECOVER BEFORE IMPACT WITH THE GROUND.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the intentional entry of a stall/spin by the student pilot.

## Findings

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

### Findings

1. (C) STALL/SPIN - INTENTIONAL - PILOT IN COMMAND  
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

## Factual Information

On December 2, 1993, at 1651 central standard time, a Piel Emeraude CP-304, N7631C, sustained substantial damage in a crash at a private airstrip near Warrensburg, Missouri. The solo student pilot received serious injuries. The local instructional flight originated at the private strip where the accident occurred. No flight plan was filed, and visual meteorological conditions prevailed at the time.

In a written statement provided to the NTSB, the pilot states that he had climbed to an altitude of 4,200 feet MSL to practice normal spin entry and recovery. Out of curiosity, he said he applied power while in the spin to see if the airplane would spin faster. The airplane's nose immediately rose, and as the airplane entered into a flat spin, the engine lost power. The pilot was unable to recover before impact with the ground.

## Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	36, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	10/02/1992
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	11 hours (Total, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CLEVELAND	<b>Registration:</b>	N7631C
<b>Model/Series:</b>	PIEL EMERAUDE CP-304 PIEL EMERA	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>	Experimental	<b>Serial Number:</b>	1036
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>		<b>Engine Model/Series:</b>	C85-12F
<b>Registered Owner:</b>	DONALD H. FLETCHER, SR.	<b>Rated Power:</b>	85 hp
<b>Operator:</b>	DONALD H. FLETCHER, SR.	<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:	MKC, 759 ft msl	Distance from Accident Site:	54 Nautical Miles
Observation Time:	1645 CST	Direction from Accident Site:	310°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	20 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	12° C / -1° 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 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	MARK E DOUB	Report Date:	10/20/1994
Additional Participating Persons:	JIM WESLEY; KANSAS CITY, MO		
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> .		

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](#).