



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	MASON, MI	<b>Accident Number:</b>	CHI92DEC02
<b>Date &amp; Time:</b>	08/01/1992, 1500 EDT	<b>Registration:</b>	N5301A
<b>Aircraft:</b>	RANS S-9	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Fatal

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

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## Analysis

THE HOMEBUILT AIRPLANE WAS OBSERVED PERFORMING A LOW PASS TO THE RUNWAY. AT THE CONCLUSION OF THE LOW PASS, THE AIRPLANE BEGAN A CLIMBING LEFT TURN. AS THE AIRPLANE GAINED ALTITUDE IT BEGAN TO SLOW DOWN ACCORDING TO WITNESSES. AT AN ESTIMATED ALTITUDE OF 300 TO 400 FEET ABOVE THE GROUND THE AIRPLANE ROLLED TO THE RIGHT, PERFORMING A HALF TURN SPIN BEFORE COLLIDING WITH THE GROUND. THE ON SCENE INVESTIGATION REVEALED NO MECHANICAL DISCREPANCIES WITH THE AIRFRAME OR POWER PLANT. THE AIRPLANE'S ENGINE ROTATED OPPOSITE THE NORMAL U.S. CERTIFIED AIRPLANE ENGINES. DURING THE INVESTIGATION IT WAS REVEALED THE PILOT DID NOT HAVE EXPERIENCE IN THE AIRPLANE. AN EYE WITNESS STATED HE HAD SPOKEN WITH THE PILOT BEFORE THE ACCIDENT FLIGHT AND ADVISED HIM TO OBTAIN SOME DUAL INSTRUCTION BEFORE FLYING THE AIRPLANE SOLO; OR AT LEAST DO SOME TOUCH AND GO'S BEFORE GOING ANYWHERE IN THE AIRPLANE. THE PILOT'S LOGBOOK REVEALED HE HAD NO TIME LOGGED IN THE MAKE AND MODEL AIRPLANE.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S OVER-CONFIDENCE IN HIS PERSONAL ABILITY, HIS LACK OF EXPERIENCE IN THE TYPE AIRPLANE HE WAS FLYING, AND THE FACT THE PILOT DID NOT MAINTAIN A PROPER AIRSPEED.

## Findings

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Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: GO-AROUND (VFR)

### Findings

1. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
2. (C) OVERCONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. (F) STALL/SPIN - INADVERTENT - PILOT IN COMMAND
4. (C) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
5. (F) REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

### Findings

6. TERRAIN CONDITION - GROUND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	59, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Front
<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>	
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	09/12/1991
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	708 hours (Total, all aircraft), 708 hours (Pilot In Command, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	RANS	<b>Registration:</b>	N5301A
<b>Model/Series:</b>	S-9 S-9	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>	Experimental	<b>Serial Number:</b>	587004
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	1
<b>Date/Type of Last Inspection:</b>	01/02/1900, Unknown	<b>Certified Max Gross Wt.:</b>	670 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	ROTAX
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	503
<b>Registered Owner:</b>	ZARICHNY, GEORGE	<b>Rated Power:</b>	47 hp
<b>Operator:</b>	DWAIN R. CHATTERTON	<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:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 4500 ft agl	Visibility	12 Miles
Lowest Ceiling:	Broken / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Light and Variable /	Turbulence Type Forecast/Actual:	/
Wind Direction:	Variable	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	
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):	BURT L SILLS	Report Date:	05/26/1993
Additional Participating Persons:	JERRY L BUIT; BELLEVILLE, MI BURT L SILLS; BELLEVILLE, MI		
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: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> .		

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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](#).