



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	MAYVILLE, NY	<b>Accident Number:</b>	NYC91DFJ01
<b>Date &amp; Time:</b>	07/01/1991, 1922 EDT	<b>Registration:</b>	N891DS
<b>Aircraft:</b>	STERNS STERNS LONGSTER	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

THE PILOT WAS FLYING THE EXPERIMENTAL, HOME-BUILT AIRPLANE FOR THE FIRST TIME. HE EXPRESSED RESERVATIONS ABOUT FLYING THE AIRPLANE. THE PILOT'S FAMILY ARRIVED AT THE AIRPORT WITH A VIDEO CAMERA TO RECORD THE FLIGHT. AFTER MUCH HESITATION, THE PILOT TOOK OFF. HE CIRCLED THE AIRPORT FOR SEVERAL MINUTES AT A LOW ALTITUDE. THEN THE AIRPLANE STALLED AND SPUN INTO THE GROUND.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE FAILURE OF THE PILOT TO MAINTAIN AIRSPEED, WHICH RESULTED IN A STALL AND SPIN AT A LOW ALTITUDE. ALSO CAUSAL TO THE ACCIDENT WAS THE LACK OF EXPERIENCE OF THE PILOT IN THIS MAKE AND MODEL AIRPLANE.

## Findings

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

### Findings

1. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
2. ANXIETY/APPREHENSION - PILOT IN COMMAND
3. (C) STALL/SPIN - INADVERTENT - PILOT IN COMMAND
4. UNDERCONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
5. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - 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>	57, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Center
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	05/25/1990
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	300 hours (Total, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	STERNS	<b>Registration:</b>	N891DS
<b>Model/Series:</b>	STERNS LONGSTER STERNS LON	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>	Experimental	<b>Serial Number:</b>	1
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	1
<b>Date/Type of Last Inspection:</b>	06/25/1991, Annual	<b>Certified Max Gross Wt.:</b>	732 lbs
<b>Time Since Last Inspection:</b>	5 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	5 Hours	<b>Engine Manufacturer:</b>	VOLKSWAGEN
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	07
<b>Registered Owner:</b>	DICK R. STEARNS	<b>Rated Power:</b>	
<b>Operator:</b>	DICK R. STEARNS	<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:	BFD, 1 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	1845 EST	Direction from Accident Site:	180°
Lowest Cloud Condition:	Thin Broken / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	Broken / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	50°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	24° C
Precipitation and Obscuration:			
Departure Point:	MAYVILLE, NY (D79)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1912 EDT	Type of Airspace:	Class G

## Airport Information

Airport:	DART AIRFIELD (D79)	Runway Surface Type:	N/A
Airport Elevation:	1330 ft	Runway Surface Condition:	
Runway Used:	31	IFR Approach:	
Runway Length/Width:	2700 ft / 75 ft	VFR Approach/Landing:	

## 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):	Richard P Lansill	Report Date:	05/03/1993
Additional Participating Persons:	DONALD F MILLER		
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](#).