



# National Transportation Safety Board Aviation Accident Data Summary

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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>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

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

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

## Pilot Information

Certificate:	Private	Age:	57
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	300 hours (Total, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	STERNS	Registration:	N891DS
Model/Series:	STERNS LONGSTER STERNS LON	Engines:	1 Reciprocating
Operator:	DICK R. STEARNS	Engine Manufacturer:	VOLKSWAGEN
Operating Certificate(s) Held:	None	Engine Model/Series:	07
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:	BFD, 1 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Broken / 0 ft agl	Wind Speed/Gusts, Direction:	5 knots / , 50°
Temperature:	24° C	Visibility	15 Miles
Precipitation and Obscuration:			
Departure Point:	MAYVILLE, NY (D79)	Destination:	

## Airport Information

Airport:	DART AIRFIELD (D79)	Runway Surface Type:	N/A
Runway Used:	31	Runway Surface Condition:	
Runway Length/Width:	2700 ft / 75 ft		

## 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): Richard P Lansill

Adopted Date: 05/03/1993

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](mailto: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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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.