



National Transportation Safety Board Aviation Accident Final Report

| | | | |
|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | SPEARVILLE, KS | Accident Number: | CHI91LA242 |
| Date & Time: | 08/01/1991, 2115 CDT | Registration: | N6108L |
| Aircraft: | American Aviation Corp. (AAC) AA1 | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 1 Minor |
| Flight Conducted Under: | Part 91: General Aviation - Personal | | |

Analysis

THE PILOT SAID THAT AFTER ENCOUNTERING INCREASING HEADWINDS AND BEING UNSURE OF HIS EXACT LOCATION, HE ELECTED TO MAKE A PRECAUTIONARY LANDING BEFORE HE EXHAUSTED HIS FUEL SUPPLY. DURING THE GROUND ROLL, ON THE SOFT FARM FIELD, THE NOSE WHEEL BROKE OFF AND THE AIRCRAFT NOSED OVER.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S SELECTION OF UNSUITABLE TERRAIN ON WHICH TO PERFORM A PRECAUTIONARY LANDING. FACTORS RELATED TO THE ACCIDENT WERE POOR IN FLIGHT/PLANNING DECISION WHICH RESULTED IN THE PILOT BECOMING LOST/DISORIENTED.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: CRUISE

Findings

1. COMPENSATION FOR WIND CONDITIONS - NOT IDENTIFIED - PILOT IN COMMAND
2. (F) IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. (F) BECAME LOST/DISORIENTED - PILOT IN COMMAND
4. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND
5. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND

Occurrence #2: NOSE OVER

Phase of Operation: LANDING - ROLL

Findings

6. TERRAIN CONDITION - SOFT

Factual Information

Pilot Information

| | | | |
|----------------------------------|---|--|------------|
| Certificate: | Private | Age: | 75, Male |
| Airplane Rating(s): | Multi-engine Land; Single-engine Land | Seat Occupied: | Left |
| Other Aircraft Rating(s): | None | Restraint Used: | Seatbelt |
| Instrument Rating(s): | None | Second Pilot Present: | No |
| Instructor Rating(s): | | Toxicology Performed: | No |
| Medical Certification: | Class 3 Valid Medical--w/ waivers/lim. | Last FAA Medical Exam: | 06/04/1990 |
| Occupational Pilot: | | Last Flight Review or Equivalent: | |
| Flight Time: | 5826 hours (Total, all aircraft), 2047 hours (Total, this make and model), 5013 hours (Pilot In Command, all aircraft), 58 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

| | | | |
|--------------------------------------|--|---------------------------------------|-----------------|
| Aircraft Make: | American Aviation Corp. (AAC) | Registration: | N6108L |
| Model/Series: | AA1 AA1 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | No |
| Airworthiness Certificate: | Normal | Serial Number: | 0308 |
| Landing Gear Type: | Tricycle | Seats: | 2 |
| Date/Type of Last Inspection: | 02/01/1991, Unknown | Certified Max Gross Wt.: | 1500 lbs |
| Time Since Last Inspection: | 70 Hours | Engines: | 1 Reciprocating |
| Airframe Total Time: | 1005 Hours | Engine Manufacturer: | LYCOMING |
| ELT: | Installed, activated, aided in locating accident | Engine Model/Series: | O-235-C2C |
| Registered Owner: | | Rated Power: | 108 hp |
| Operator: | ELBERT H. MASON | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

| | | | |
|----------------------------------|--------------------------|---|-------------------|
| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Dusk |
| Observation Facility, Elevation: | DDC, 2594 ft msl | Distance from Accident Site: | 10 Nautical Miles |
| Observation Time: | 2150 CDT | Direction from Accident Site: | 240° |
| Lowest Cloud Condition: | Scattered / 25000 ft agl | Visibility | 15 Miles |
| Lowest Ceiling: | None / 0 ft agl | Visibility (RVR): | 0 ft |
| Wind Speed/Gusts: | 16 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 190° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | | Temperature/Dew Point: | |
| Precipitation and Obscuration: | | | |
| Departure Point: | TRENTON, MO (TRX) | Type of Flight Plan Filed: | None |
| Destination: | DODGE CITY, KS (DDC) | Type of Clearance: | None |
| Departure Time: | 1745 CDT | Type of Airspace: | Class G |

Wreckage and Impact Information

| | | | |
|---------------------|---------|----------------------|-------------|
| Crew Injuries: | 1 Minor | Aircraft Damage: | Substantial |
| Passenger Injuries: | N/A | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 1 Minor | Latitude, Longitude: | |

Administrative Information

| | | | |
|-----------------------------------|--|--------------|------------|
| Investigator In Charge (IIC): | John Hruban | Report Date: | 12/04/1992 |
| Additional Participating Persons: | MONTE DAVIS | | |
| 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 pubinquiry@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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).