



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	FOND DU LAC, WI	<b>Accident Number:</b>	CHI89FA155
<b>Date &amp; Time:</b>	08/01/1989, 0911 CDT	<b>Registration:</b>	N385L
<b>Aircraft:</b>	LANCAIR 235	<b>Injuries:</b>	2 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation -		

## Analysis

THE PRIVATE RATED PILOT WAS GIVING A PILOT-RATED PASSENGER A DEMONSTRATION FLIGHT IN THE AMATEUR BUILT AIRCRAFT. ACCORDING TO WITNESSES, THE AIRCRAFT WAS IN THE TRAFFIC PATTERN ON A TURN FROM BASE LEG TO FINAL APPROACH, WHEN IT DEPARTED CONTROLLED FLIGHT, ENTERED A SPIN, AND IMPACTED THE TERRAIN.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FAILURE OF THE PILOT-IN-COMMAND TO ASSURE THAT ADEQUATE AIRSPEED WAS MAINTAINED DURING THE TURN TO FINAL APPROACH, WHICH RESULTED IN AN INADVERTENT STALL/SPIN.

## Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: APPROACH - VFR PATTERN - BASE LEG/BASE TO FINAL

- Findings
1. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  2. (C) STALL/SPIN - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	43
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	
<b>Flight Time:</b>	1650 hours (Total, all aircraft), 350 hours (Total, this make and model)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	LANCAIR	<b>Registration:</b>	N385L
<b>Model/Series:</b>	235 235	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	NEICO AVIATION, INC.	<b>Engine Manufacturer:</b>	LYCOMING
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-235-C1
<b>Flight Conducted Under:</b>	Part 91: General Aviation -		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	OSH, 808 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	5 knots / , 230°
<b>Temperature:</b>	23° C	<b>Visibility</b>	3 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	(FLD)	<b>Destination:</b>	

## Airport Information

<b>Airport:</b>	FOND DU LAC COUNTY (FLD)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	36	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	5560 ft / 75 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Fatal	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>	1 Fatal	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None

Latitude, Longitude:

## Administrative Information

**Investigator In Charge (IIC):** DAY WATERMAN **Adopted Date:** 07/28/1992

**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 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.