



National Transportation Safety Board Aviation Accident Final Report

Location:	HARVARD, IL	Accident Number:	CHI83FA125
Date & Time:	03/01/1983, 1140 CST	Registration:	N11D
Aircraft:	DODD PITTS S1S	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal

Flight Conducted Under: Part 91: General Aviation -

Analysis

THE ACFT CRASHED INTO AN OPEN FIELD LEAVING NO GROUND SCARS OTHER THAN THE PRINCIPAL IMPACT. ONE WITNESS SAW THE ACFT STALL AT THE TOP OF A LOOP AND GO INTO A SPIN (TAIL-DOWN). HE STATED THE ACFT ROTATED 6-8 TIMES PRIOR TO IMPACT WITH THE ENGINE RUNNING. THE ACFT OWNER STATED THAT 'IF THE PLANE GOES INTO A VERY FLAT SPIN INVERTED, THE ONLY WAY OUT IS TO CUT THE POWER.'

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

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

Findings

1. (C) AEROBATICS - PERFORMED - PILOT IN COMMAND
2. (C) STALL/SPIN - INADVERTENT - PILOT IN COMMAND
3. (C) EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
4. (C) THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND

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

Factual Information

Pilot Information

Certificate:	Airline Transport	Age:	53, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Center
Other Aircraft Rating(s):		Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	11/03/1982
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	15200 hours (Total, all aircraft), 12 hours (Total, this make and model), 15000 hours (Pilot In Command, all aircraft), 185 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	DODD	Registration:	N11D
Model/Series:	PITTS S1S PITTS S1S	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:		Serial Number:	18P
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	09/14/1982, Annual	Certified Max Gross Wt.:	1050 lbs
Time Since Last Inspection:	10 Hours	Engines:	1 Reciprocating
Airframe Total Time:	418 Hours	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	O-360-A1A
Registered Owner:	HENRY L. RIEDEMANN	Rated Power:	180 hp
Operator:	HENRY L. RIEDEMANN	Operating Certificate(s) Held:	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:	Clear / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	4° C
Precipitation and Obscuration:			
Departure Point:	WONDER LAKE, IL (10C)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1120 CST	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):	CARL E DINWIDDIE	Report Date:	
Additional Participating Persons:			
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](#).