



National Transportation Safety Board Aviation Accident Final Report

Location:	Buckeye, AZ	Accident Number:	LAX06CA276
Date & Time:	08/01/2006, 1630 PDT	Registration:	N28332
Aircraft:	Interstate S-1A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot reported that the pin that secured the control stick to the elevator control system came out, the control stick disconnected from elevator control rods, and he lost elevator authority. The pilot conducted a forced landing in an alfalfa field and the nose landing gear collapsed when it encountered the field's border. The airplane underwent its last annual inspection 34.5 hours prior to the accident. At the time of the last inspection the airframe and flight controls were lubricated.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the in-flight separation of the control stick. A contributing factor was the rough terrain for the forced landing, which resulted in a collapsed landing gear.

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: MANEUVERING

Findings

1. (C) FLT CONTROL SYST, YOKE/CONTROL STICK - DISCONNECTED

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: EMERGENCY LANDING

Findings

2. (F) TERRAIN CONDITION - DIRT BANK/RISING EMBANKMENT
3. (F) TERRAIN CONDITION - ROUGH/UNEVEN

Occurrence #4: NOSE GEAR COLLAPSED
Phase of Operation: EMERGENCY LANDING

Factual Information

Pilot Information

Certificate:	Commercial	Age:	82, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With Waivers/Limitations	Last FAA Medical Exam:	12/01/2005
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	3000 hours (Total, all aircraft), 300 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Interstate	Registration:	N28332
Model/Series:	S-1A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	20
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	08/01/2005, Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:	34.5 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3959 Hours at time of accident	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	A-65-8F
Registered Owner:	Wilbert Penfold	Rated Power:	
Operator:	Jack C. Gable	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	Light and Variable /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Buckeye, AZ (BXX)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1625	Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	33.433333, -112.683333

Administrative Information

Investigator In Charge (IIC):	Nicole L Charnon	Report Date:	12/28/2006
Additional Participating Persons:	William A Pratt; Federal Aviation Administration; Scottsdale, AZ		
Publish Date:			
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
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 , 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](#).