



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Delray, FL	<b>Accident Number:</b>	ANC07LA027
<b>Date &amp; Time:</b>	04/01/2007, 1454 EDT	<b>Registration:</b>	N9174D
<b>Aircraft:</b>	Carris Avid Aircraft	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 Serious
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

The private pilot, with one passenger, was conducting a Title 14, CFR Part 91 personal flight in an experimental, homebuilt airplane. As a result of the accident, the pilot sustained serious injuries, and was unable to recall any details about the accident. According to rescue personnel that responded to the accident site, the pilot reported a loss of engine power during cruise flight, and the accident happened as he was attempting a forced landing in an open field. Witnesses reported seeing the accident airplane fly over the open field, followed by a series of descending, spiral turns over the intended landing site. As the airplane continued the series of turns, it abruptly nosed down, and struck the ground nose first. The airplane sustained substantial damage to the wings, fuselage, and empennage. An FAA airworthiness inspector inspected the airplane wreckage after its recovery. The inspector said that the right fuel tank contained about 4 gallons of fuel, and the left fuel tank was empty. He also reported that he did not discover any preaccident mechanical anomalies with the airplane or the engine.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The loss of engine power during cruise flight for an undetermined reason, and the pilot's failure to maintain adequate airspeed during an emergency descent, which resulted in an inadvertent stall and in-flight collision with terrain. A factor associated with the accident was the inadvertent stall.

## Findings

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Occurrence #1: LOSS OF ENGINE POWER  
Phase of Operation: CRUISE

### Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED  
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Occurrence #2: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: DESCENT - EMERGENCY

### Findings

2. (C) AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND  
3. (F) STALL - INADVERTENT - PILOT IN COMMAND  
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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

### Findings

4. TERRAIN CONDITION - OPEN FIELD

## Factual Information

On April 1, 2007, about 1454 Eastern daylight time, an experimental Carris Avid Flyer, N9174D, sustained substantial damage following a loss of engine power and subsequent forced landing near Delray Beach, Florida. The private pilot/owner and the one passenger both sustained serious injuries. The local 14 CFR Part 91 flight operated in visual meteorological conditions. The flight originated at the Antiquers Aerodrome, a private fly in community, located in Delray Beach, about 1430.

According to rescue personnel that responded to the accident site, the pilot reported a loss of engine power during cruise flight, and the accident happened as he was attempting a forced landing in an open field. Witnesses reported seeing the accident airplane fly over the open field, followed by a series of descending, spiral turns over the intended landing site. The witnesses said that as the airplane continued the series of turns, it abruptly nosed down, and struck the ground nose first. The airplane sustained substantial damage to the wings, fuselage, and empennage.

The accident airplane was equipped with a Rotax engine, model 582UL.

According to the NTSB Pilot/Operator Aircraft Accident Report (NTSB Form 6120.1) submitted by the pilot, he has no memory of the accident due to retrograde amnesia. He said that his passenger, who remained conscious following the accident, reported that the engine quit running, and the accident happened while he was attempting a forced landing in an open field.

An FAA airworthiness inspector from the Fort Lauderdale Flight Standards District Office inspected the airplane wreckage after it was recovered from the accident site. The inspector reported that the right fuel tank contained about 4 gallons of fuel, and the left fuel tank was empty. He also reported that he did not discover any preaccident mechanical anomalies with the airplane.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	61, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land; Single-engine Sea	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Without Waivers/Limitations	<b>Last Medical Exam:</b>	05/01/2005
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	04/01/2006
<b>Flight Time:</b>	1750 hours (Total, all aircraft), 50 hours (Total, this make and model), 1700 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	Carris	<b>Registration:</b>	N9174D
<b>Model/Series:</b>	Avid Aircraft	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>	Experimental	<b>Serial Number:</b>	946
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	03/01/2007, Annual	<b>Certified Max Gross Wt.:</b>	850 lbs
<b>Time Since Last Inspection:</b>	1 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	101.8 Hours	<b>Engine Manufacturer:</b>	Rotax
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	582 UL
<b>Registered Owner:</b>	Charles & Susan Scherer	<b>Rated Power:</b>	64 hp
<b>Operator:</b>	Charles K. Scherer	<b>Air Carrier Operating Certificate:</b>	None

## Meteorological Information and Flight Plan

Observation Facility, Elevation:	FD08	Observation Time:	1453
Distance from Accident Site:		Condition of Light:	Day
Direction from Accident Site:		Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	28° C / 15° C
Lowest Ceiling:		Visibility	8 Miles
Wind Speed/Gusts, Direction:	13 knots, 160°	Visibility (RVR):	
Altimeter Setting:		Visibility (RVV):	
Precipitation and Obscuration:			
Departure Point:	DELRAY BEACH, FL (3X1)	Type of Flight Plan Filed:	None
Destination:	DELRAY BEACH, FL (3X1)	Type of Clearance:	None
Departure Time:	1430 EDT	Type of Airspace:	

## Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	1 Serious	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Serious		

## Administrative Information

Investigator In Charge (IIC):	Clinton O Johnson	Adopted Date:	07/25/2007
Additional Participating Persons:	Roger A McGlen; Federal Aviation Administration; Ft. Lauderdale, FL		
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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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