



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Haysville, KS	<b>Accident Number:</b>	CEN10LA234
<b>Date &amp; Time:</b>	05/02/2010, 1713 CDT	<b>Registration:</b>	UNREG
<b>Aircraft:</b>	CGS HAWK	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Aerodynamic stall/spin	<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

Witnesses observed the airplane flying low over houses. One witness stated that he heard the engine power decrease and that the airplane's pitch attitude increased until the airplane stalled, descended in a spin, and impacted the ground. A postaccident examination of the wreckage and engine did not reveal any anomalies that would have precluded normal operation. The pilot had a history of pulmonary embolism; however, there are no indications that a medical condition contributed to the accident. The reason for the apparent loss of airspeed and the resultant stall could not be determined.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain adequate airspeed, which resulted in an aerodynamic stall and loss of control of the airplane, for undetermined reasons.

## Findings

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Aircraft	Airspeed - Not attained/maintained (Cause)
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## Factual Information

On May 2, 2010, about 1713 central daylight time, an unregistered CGS Hawk ultra-light airplane was substantially damaged after impacting terrain near Haysville, Kansas. The private pilot was fatally injured. The local flight originated at Selby Farm Airport (35KS), Derby, Kansas and was being conducted under the provisions of 14 Code of Federal Regulations Part 91 without a flight plan. Visual meteorological conditions prevailed at the time of the accident.

Witnesses observed the airplane depart 35KS to the south and turn to the west. One witness estimated the aircraft reached 300 to 400 feet above the ground. Witnesses described hearing the engine power decrease, while the aircraft pitch increased as the altitude remained about the same. They observed the aircraft turn to the north and then it appeared to stall and spin into the ground. The engine power was described as increasing as the aircraft spun.

The pilot, age 78, held a private pilot certificate with ratings for airplane single engine land and glider aero tow. His last application for a third class medical certificate was dated September 3, 2009, on which he reported 828 total flight hours and 20 flight hours in the previous six months. The pilot's logbooks were not located during the investigation. The pilot's medical records indicated a history of pulmonary embolism. An autopsy of the pilot was conducted by the Regional Forensic Science Center, Sedgwick, Kansas. The cause of death was attributed to multiple blunt force injuries.

Post-accident examination of the aircraft by Federal Aviation Inspectors revealed both left and right wings were twisted, struts were bent, and the fabric wing covering was torn. One of the wooden propeller blades was splintered with about one quarter of the blade outboard of the hub remaining. The second blade was mostly intact with about three quarters of the blade remaining and the end splintered. Flight control continuity was verified from all control surfaces to the cockpit controls. Throttle cable continuity was verified from the throttle control to the carburetor. The carburetor responded normally to throttle cable movements. Fuel was found in the carburetor bowl and the fuel filter was found free of contaminants. About one gallon of fuel was found in the fuel tank. No moisture was noted in the fuel. The aircraft was powered by a Rotax 503 engine. No engine anomalies were observed.

## History of Flight

Initial climb	Unknown or undetermined
	Aerodynamic stall/spin (Defining event)

## Pilot Information

Certificate:	Private	Age:	78, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Single
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 3 Without Waivers/Limitations	Last Medical Exam:	09/03/2009
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	828 hours (Total, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Manufacturer:	CGS	Registration:	UNREG
Model/Series:	HAWK UNDESIGNAT	Aircraft Category:	Ultralight
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	
Landing Gear Type:	Tailwheel	Seats:	
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Rotax
ELT:	Not installed	Engine Model/Series:	503
Registered Owner:	William C. Selby	Rated Power:	
Operator:	William C. Selby	Air Carrier Operating Certificate:	None

## Meteorological Information and Flight Plan

Observation Facility, Elevation:	IAB	Observation Time:	1655 CDT
Distance from Accident Site:	5 Nautical Miles	Condition of Light:	Day
Direction from Accident Site:	20°	Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	24°C / 3°C
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	9 knots, 240°	Visibility (RVR):	
Altimeter Setting:	29.6 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:			
Departure Point:	Derby, KS (35KS)	Type of Flight Plan Filed:	None
Destination:	Derby, KS (35KS)	Type of Clearance:	None
Departure Time:	1710 CDT	Type of Airspace:	

## Airport Information

<b>Airport:</b>	Selby Farm Airport (35KS)	<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>	1245 ft	<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	N/A	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

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

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Daniel Baker	<b>Adopted Date:</b>	02/06/2012
<b>Additional Participating Persons:</b>	Joseph Gonsalves; FAA; Wichita, KS		
<b>Publish Date:</b>	02/06/2012		
<b>Investigation Docket:</b>	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=75913">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=75913</a>		

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