



Aviation Investigation Final Report

Location:	SCOTT'S, Michigan	Accident Number:	CHI95LA339
Date & Time:	September 28, 1995, 19:00 Local	Registration:	N9975A
Aircraft:	MCCLINTIC-PIERCIE KR-1	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

Witnesses reported a red airplane flying in the vicinity of the accident site. No eyewitnesses to the accident were located. The smell of fuel permeated the accident site. The blades of the wooden propeller were splintered near the hub. All airframe components were located at the site with no evidence of preimpact structural failure. Examination of control system continuity revealed no evidence of preimpact malfunction. Crush angles and ground scars corresponded to a pitch attitude of approximately 45 degrees nose low, with evidence of rotation to the left.

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 airspeed.

Findings

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

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

Factual Information

On September 28, 1995, about 1900 eastern daylight time, a Mcclintic-Piercie KR-1, N9975A, was destroyed when it impacted the terrain in Scotts, Michigan. The solo private pilot sustained fatal injuries. The planned destination and departure location of the personal, 14 CFR Part 91 flight are unknown. Visual meteorological conditions prevailed and no flight plan was filed.

According to witnesses, interviewed by the Kalamazoo County Sheriff's Department, a "red airplane" was observed flying in the vicinity of the accident site about 1830. The wreckage was discovered about 1900. No eyewitnesses to the accident were located.

Federal Aviation Administration (FAA) Inspectors who examined the wreckage reported that the smell of fuel permeated the accident site. The blades of the wooden propeller were splintered near the hub. They reported that all airframe components were located at the site with no evidence of preimpact structural failure. Examination of control system continuity revealed no evidence of preimpact malfunction. Crush angles and ground scars corresponded to a pitch attitude of approximately 45 degrees nose low, with evidence of "rotation to the left."

Autopsy of the pilot was conducted at the Bronson Methodist Hospital, 252 E. Lovell Street, Kalamazoo, Michigan, 49007.

FAA toxicological testing was negative for all tests conducted.

Pilot Information

Certificate:	Private	Age:	31, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Center
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 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	February 28, 1994
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	200 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MCCLINTIC-PIERCIE	Registration:	N9975A
Model/Series:	KR-1 KR-1	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	8671789
Landing Gear Type:	Retractable - Tailwheel	Seats:	
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Volkswagen
ELT:	Not installed	Engine Model/Series:	
Registered Owner:	JOHN M. YOHA	Rated Power:	
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	AZO ,840 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	18:45 Local	Direction from Accident Site:	290°
Lowest Cloud Condition:	Scattered / 6000 ft AGL	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	10°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	23°C / 11°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	UNKNOWN	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	VFR
Departure Time:	00:00 Local	Type of Airspace:	Class E

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal	Latitude, Longitude:	42.18964,-85.409576(est)

Administrative Information

Investigator In Charge (IIC):	Robbins, Wesley
Additional Participating Persons:	BRUCE L BOWERMAN; GRAND RAPIDS , MI
Original Publish Date:	May 17, 1996
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=10046

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