



# Aviation Investigation Final Report

<b>Location:</b>	GREENFIELD, Indiana	<b>Accident Number:</b>	CHI98LA197
<b>Date &amp; Time:</b>	June 6, 1998, 16:33 Local	<b>Registration:</b>	N177TW
<b>Aircraft:</b>	WOLFE PULSAR 582	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot was practicing power on stalls at 1,800 feet agl when the nose of the airplane fell through the straight vertical. He reported that he pulled back on the control yoke in an attempt to recover instead of pushing forward. He reported the airplane was beginning to recover; however, he determined that he could not completely recover prior to impacting the terrain so he deployed the ballistic recovery system on the airplane. The airplane impacted the terrain in a nose low attitude and slid approximately 200 feet prior to the pilot being able to manually deflate the parachute.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's failure to obtain control of the aircraft during the recovery from a stall. Factors associated with the accident were the intentional stall initiated and the low altitude which did not allow a full recovery from the stall condition.

## Findings

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

### Findings

1. (F) ALTITUDE - LOW - PILOT IN COMMAND
2. (F) STALL - INTENTIONAL - PILOT IN COMMAND

- 3. (C) AIRCRAFT CONTROL - NOT OBTAINED - PILOT IN COMMAND
- 4. EMERGENCY EQUIPMENT - SELECTED - PILOT IN COMMAND

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

## Factual Information

On June 6, 1998, at 1633, central daylight time, the pilot of a Wolfe Pulsar 582, N177TW, impacted the terrain following a loss of control while practicing stalls near Hancock, Indiana. The private pilot was not injured and the airplane sustained substantial damage. The airplane was being operated as a personal flight under 14 Part 91. The flight originated in New Castle, Indiana, at approximately 1410. The airplane was being operated in Visual meteorological conditions without a flight plan.

The pilot stated he was practicing steep turns and stalls in various configurations at an altitude of 1,800 feet above ground level. The pilot reported that during his second "cruise power" stall the nose fell through to straight vertical, and he pulled back on the stick rather than pushing forward. The pilot said he tried for several seconds to recover from the stall. He reported the wing was just starting to come up when he determined that he could not successfully recover without hitting the terrain. The pilot stated that at about 400 feet AGL he activated the BRS (ballistic recovery system) parachute, which deployed and slowed the aircraft prior to impact with the terrain. The airplane was dragged approximately 200 feet from the point of impact by the still-inflated parachute. He reported he had to open the canopy, exit the airplane, and pull the parachute down in order for the airplane to stop.

The nose gear and engine mounts were substantially damaged, the right gear leg slightly delaminated. According to the pilot, the parachute shrouds cut through and damaged the aft fuselage. The canopy, cockpit, wings, tail, and fuel tank were all undamaged.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	51, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim	<b>Last FAA Medical Exam:</b>	March 16, 1998
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	203 hours (Total, all aircraft), 83 hours (Total, this make and model), 148 hours (Pilot In Command, all aircraft), 6 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	WOLFE	<b>Registration:</b>	N177TW
<b>Model/Series:</b>	PULSAR 582 PULSAR 582	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>	Experimental (Special)	<b>Serial Number:</b>	177
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	May 1, 1998 Annual	<b>Certified Max Gross Wt.:</b>	460 lbs
<b>Time Since Last Inspection:</b>	5 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	83 Hrs	<b>Engine Manufacturer:</b>	Rotax
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	ROTEX 582
<b>Registered Owner:</b>	THOMAS M. WOLFE	<b>Rated Power:</b>	65 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	IND ,797 ft msl	<b>Distance from Accident Site:</b>	19 Nautical Miles
<b>Observation Time:</b>	16:56 Local	<b>Direction from Accident Site:</b>	260°
<b>Lowest Cloud Condition:</b>	Scattered / 15000 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Overcast / 25000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	10 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	280°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	26°C / 19°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	NEW CASTLE , IN (UWL )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	MOUNT COMFORT , IN (MQJ )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	16:10 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>	MOUNT COMFORT MQJ	<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	39.790157,-85.769348(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Sullivan, Pamela
<b>Additional Participating Persons:</b>	GILBERT RILEY; INDIANAPOLIS , IN
<b>Original Publish Date:</b>	February 15, 2001
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=10912">https://data.nts.gov/Docket?ProjectID=10912</a>

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