



Aviation Investigation Final Report

Location:	AURORA, Indiana	Accident Number:	CHI86FEX05
Date & Time:	March 26, 1986, 13:24 Local	Registration:	N39RH
Aircraft:	Christen Industries EAGLE II	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE AIRCRAFT IMPACTED THE GROUND WHEN AN UNSUCCESSFUL AEROBATIC LOOP MANEUVER WAS ATTEMPTED ON TAKEOFF. THE PILOT OF THE AIRCRAFT WAS ISSUED A STATEMENT OF ACROBATIC COMPETENCY WHICH ALLOWED ALL MANEUVERS WITHIN THE LIMITATIONS OF THE AIRCRAFT AND WITH A MINIMUM ALTITUDE LIMITATION OF 500 FEET. THE PILOT HAD APPROXIMATELY 500 HOURS FLIGHT TIME WITH 460 HOURS AS PIC IN THIS TYPE AIRCRAFT. ACCORDING TO THE DESIGNER OF THIS AIRCRAFT IT IS NOT NORMALLY CAPABLE OF SUCCESSFULLY COMPLETING A LOOP ON TAKEOFF.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: MANEUVERING

Findings

1. (C) AIRCRAFT PERFORMANCE - EXCEEDED
2. (C) ALTITUDE - MISJUDGED - PILOT IN COMMAND
3. (C) AEROBATICS - INTENTIONAL - PILOT IN COMMAND
4. (F) OVERCONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	38, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Rear
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:	June 5, 1984
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	500 hours (Total, all aircraft), 500 hours (Total, this make and model), 460 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Christen Industries	Registration:	N39RH
Model/Series:	EAGLE II EAGLE II	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	0001
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	March 1, 1986 Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:	19 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	311 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	AEIO-360-A1D
Registered Owner:	ROBERT N. HENDERSON	Rated Power:	200 Horsepower
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:	CVG ,891 ft msl	Distance from Accident Site:	13 Nautical Miles
Observation Time:	12:50 Local	Direction from Accident Site:	95°
Lowest Cloud Condition:	Scattered / 6000 ft AGL	Visibility	15 miles
Lowest Ceiling:	Overcast / 20000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	20 knots / 30 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	22°C / 3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:	LORAIN , OH (22G)	Type of Clearance:	None
Departure Time:	13:23 Local	Type of Airspace:	Class G

Airport Information

Airport:	AURORA I60	Runway Surface Type:	Asphalt
Airport Elevation:	780 ft msl	Runway Surface Condition:	Dry
Runway Used:	16	IFR Approach:	None
Runway Length/Width:	2400 ft / 50 ft	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:	39.060859,-84.899147(est)

Administrative Information

Investigator In Charge (IIC): Ziese, Willis

Additional Participating Persons: ERNEST J DAVIS; INDIANAPOLIS , IN
JAMES FRESEMAN; INDIANAPOLIS , IN

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=13347>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).