



Aviation Investigation Final Report

Location:	WARSAW, Indiana	Accident Number:	CHI87DET01
Date & Time:	December 21, 1986, 09:00 Local	Registration:	N39XP
Aircraft:	PITTS S1S	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

ACCORDING TO THE PILOT AFTER TOUCHDOWN THE RIGHT BRAKE SEEMED TO LOCK UP WITH A 'SKIDDING' NOISE AS THE AIRCRAFT LEFT THE RUNWAY. THE PILOT STATED HE WAS HAVING DIFFICULTY KEEPING HIS TOES OFF THE BRAKES AS HE WAS ATTEMPTING TO MAINTAIN DIRECTIONAL CONTROL. THE AIRCRAFT CAME TO A REST, NOSE DOWN, ON THE SIDE OF THE RUNWAY.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. (F) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
 3. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND
 4. (C) GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Occurrence #3: NOSE DOWN
Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

Certificate:	Private	Age:	39, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	September 10, 1986
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	338 hours (Total, all aircraft), 15 hours (Total, this make and model), 276 hours (Pilot In Command, all aircraft), 11 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PITTS	Registration:	N39XP
Model/Series:	S1S S1S	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Aerobatic	Serial Number:	K-039
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	June 12, 1986 Annual	Certified Max Gross Wt.:	1150 lbs
Time Since Last Inspection:	4 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	52 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	AEIO-360-B4A
Registered Owner:	ZEEMACK AIRCRAFT SALES INC.	Rated Power:	180 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:	SBN ,790 ft msl	Distance from Accident Site:	34 Nautical Miles
Observation Time:	08:48 Local	Direction from Accident Site:	320°
Lowest Cloud Condition:	Clear	Visibility	4 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	50°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-4°C / -7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	WARSAW , IN (ASW)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	08:15 Local	Type of Airspace:	Class G

Airport Information

Airport:	WARSAW MUNICIPAL ASW	Runway Surface Type:	Asphalt
Airport Elevation:	847 ft msl	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	4000 ft / 75 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	41.229587,-85.849075(est)

Administrative Information

Investigator In Charge (IIC): Shick, David

Additional Participating Persons: ROLAND B KNIPP;

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=13594>

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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](#).