



Aviation Investigation Final Report

Location:	RIO, Wisconsin	Accident Number:	CHI88DEP05
Date & Time:	July 11, 1988, 17:30 Local	Registration:	N77LG
Aircraft:	GRIFFIN PITTS S-1S	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

WHEN THE PILOT OF THE AMATEUR BUILT BIPLANE INITIATED A GO-AROUND FROM A VFR APPROACH, HE FOUND THAT HE HAD NO RESPONSE TO THROTTLE APPLICATION. HE THEN EXECUTED AN INTENTIONAL FORCED LANDING IN AN ADJACENT FIELD. DURING THIS LANDING THE AIRCRAFT COLLAPSED A MAIN LANDING GEAR AND NOSED OVER. POST ACC INVEST REVEALED THAT THE THROTTLE LINKAGE WAS BROKEN.

Probable Cause and Findings

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

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: GO-AROUND (VFR)

Findings

1. GO-AROUND - INITIATED - PILOT IN COMMAND
 2. (C) THROTTLE/POWER LEVER, LINKAGE - SEPARATION
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Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

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

Findings

3. TERRAIN CONDITION - OPEN FIELD
4. (F) LANDING GEAR,MAIN GEAR - OVERLOAD

Factual Information

Pilot Information

Certificate:	Private	Age:	33, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
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 22, 1986
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	174 hours (Total, all aircraft), 8 hours (Total, this make and model), 130 hours (Pilot In Command, all aircraft), 7 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	GRIFFIN	Registration:	N77LG
Model/Series:	PITTS S-1S PITTS S-1S	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	451 H
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	July 24, 1987 Annual	Certified Max Gross Wt.:	1000 lbs
Time Since Last Inspection:	7 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	42 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	O-360-B1A
Registered Owner:	LAVERNE H GRIFFIN	Rated Power:	160 Horsepower
Operator:	JON LEE BEDESSEM	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:	MSN ,862 ft msl	Distance from Accident Site:	22 Nautical Miles
Observation Time:	22:51 Local	Direction from Accident Site:	185°
Lowest Cloud Condition:	Scattered / 3000 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	24°C / 11°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	17:10 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	Dirt
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced landing;Go around

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:	43.449893,-89.229103(est)

Administrative Information

Investigator In Charge (IIC):	Tenpenny, Kenneth
Additional Participating Persons:	DENZEL D GUNNEL; KENOSHA , WI
Original Publish Date:	July 10, 1989
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=13877

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](#).