



Aviation Investigation Final Report

Location:	COLUMBUS, Indiana	Accident Number:	CHI90DEX01
Date & Time:	May 31, 1990, 19:10 Local	Registration:	N85CH
Aircraft:	SATTLER AERODUSTER SA750	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT LOST DIRECTIONAL CONTROL OF THE AIRPLANE DURING TAKEOFF ROLL. HE REPORTED THAT WHEN CONTROL WAS LOST, HE PROBABLY OVERCORRECTED WITH LEFT RUDDER DUE TO HIS LACK OF EXPERIENCE IN THE AIRPLANE (2.5 HOURS). THE AIRPLANE GROUND LOOPED OFF THE LEFT SIDE OF THE RUNWAY AND FLIPPED INVERTED IN THE GRASS. THE PILOT REPORTED THAT LOCAL WINDS WERE CALM.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FAILURE OF THE PILOT TO MAINTAIN DIRECTIONAL CONTROL OF THE AIRPLANE, WHICH RESULTED IN AN INADVERTENT GROUND SWERVE. THE PILOT'S LACK OF EXPERIENCE IN THE AIRPLANE WAS A RELATED FACTOR.

Findings

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

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (C) GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
3. (F) LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND

Occurrence #2: NOSE OVER
Phase of Operation: TAKEOFF - ROLL/RUN

Factual Information

Pilot Information

Certificate:	Commercial	Age:	59, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	July 11, 1988
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1160 hours (Total, all aircraft), 3 hours (Total, this make and model), 580 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:	SATTLER	Registration:	N85CH
Model/Series:	AERODUSTER SA750 AERODUSTER	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	SA-1
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	March 28, 1990 Continuous airworthiness	Certified Max Gross Wt.:	2100 lbs
Time Since Last Inspection:	3 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	48 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	IO-540-C4B5
Registered Owner:	W. R. SATTLER	Rated Power:	250 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:	HUF ,585 ft msl	Distance from Accident Site:	61 Nautical Miles
Observation Time:	23:45 Local	Direction from Accident Site:	285°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	23°C / 10°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class D

Airport Information

Airport:	COLUMBUS MUNI BAK	Runway Surface Type:	Asphalt
Airport Elevation:	656 ft msl	Runway Surface Condition:	Dry
Runway Used:	32	IFR Approach:	None
Runway Length/Width:	5000 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	39.230583,-85.830307(est)

Administrative Information

Investigator In Charge (IIC): Michaels, Albert

Additional Participating Persons:

Original Publish Date: February 12, 1993

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=14505>

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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](#).