



Aviation Investigation Final Report

Location:	LESLIE, Michigan	Accident Number:	CHI91DEC03
Date & Time:	July 28, 1991, 11:00 Local	Registration:	N2AW
Aircraft:	AL WHITE AWY	BREEZY	Aircraft Damage: Substantial
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

WITNESSES OBSERVED THE OPEN COCKPIT HOMEBUILT AIRPLANE TURNING FROM BASE LEG TO FINAL APPROACH FOR A LANDING AT A PRIVATE AIRPORT. DURING THE DESCENT THE AIRPLANE'S LEFT WING COLLIDED WITH THE GROUND AND CAUSED THE AIRPLANE TO CARTWHEEL. THE AIRPLANE WAS FOUND IN AN INVERTED POSITION.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO ADEQUATELY MAINTAIN CONTROL OF THE AIRCRAFT. A FACTOR WAS THE EXESSIVE DESCENT RATE.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: APPROACH - VFR PATTERN - BASE LEG/BASE TO FINAL

Findings

1. (F) DESCENT - EXCESSIVE - PILOT IN COMMAND
 2. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

3. TERRAIN CONDITION - GRASS

Factual Information

Pilot Information

Certificate:	Private	Age:	61, 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:	Yes
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	June 6, 1991
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	AL WHITE	Registration:	N2AW
Model/Series:	BREEZY AWY BREEZY AWY	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	1
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	May 24, 1991 Annual	Certified Max Gross Wt.:	900 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Not installed	Engine Model/Series:	C 85
Registered Owner:	R.E. ROEHM	Rated Power:	85 Horsepower
Operator:	RICHARD DALE NEWBERRY	Operating Certificate(s) Held:	None
Operator Does Business As:	1-16-30	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	LAN ,861 ft msl	Distance from Accident Site:	18 Nautical Miles
Observation Time:	10:50 Local	Direction from Accident Site:	175°
Lowest Cloud Condition:	Unknown	Visibility	15 miles
Lowest Ceiling:	Broken	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	23°C / 12°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	KENDALLVILLE , IN (C62)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	10:30 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal	Latitude, Longitude:	42.449371,-84.429809(est)

Administrative Information

Investigator In Charge (IIC): Mueller, Arthur

Additional Participating Persons: ROBERT L BELL; MASON , MI
GERALD L BUIT; BELLEVILLE , MI

Original Publish Date: March 24, 1993

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=14819>

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](#).