



# Aviation Investigation Final Report

---

<b>Location:</b>	MASON, Michigan	<b>Accident Number:</b>	CHI92DEC02
<b>Date &amp; Time:</b>	August 1, 1992, 15:00 Local	<b>Registration:</b>	N5301A
<b>Aircraft:</b>	RANS S-9	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

---

## Analysis

THE HOMEBUILT AIRPLANE WAS OBSERVED PERFORMING A LOW PASS TO THE RUNWAY. AT THE CONCLUSION OF THE LOW PASS, THE AIRPLANE BEGAN A CLIMBING LEFT TURN. AS THE AIRPLANE GAINED ALTITUDE IT BEGAN TO SLOW DOWN ACCORDING TO WITNESSES. AT AN ESTIMATED ALTITUDE OF 300 TO 400 FEET ABOVE THE GROUND THE AIRPLANE ROLLED TO THE RIGHT, PERFORMING A HALF TURN SPIN BEFORE COLLIDING WITH THE GROUND. THE ON SCENE INVESTIGATION REVEALED NO MECHANICAL DISCREPANCIES WITH THE AIRFRAME OR POWER PLANT. THE AIRPLANE'S ENGINE ROTATED OPPOSITE THE NORMAL U.S. CERTIFIED AIRPLANE ENGINES. DURING THE INVESTIGATION IT WAS REVEALED THE PILOT DID NOT HAVE EXPERIENCE IN THE AIRPLANE. AN EYE WITNESS STATED HE HAD SPOKEN WITH THE PILOT BEFORE THE ACCIDENT FLIGHT AND ADVISED HIM TO OBTAIN SOME DUAL INSTRUCTION BEFORE FLYING THE AIRPLANE SOLO; OR AT LEAST DO SOME TOUCH AND GO'S BEFORE GOING ANYWHERE IN THE AIRPLANE. THE PILOT'S LOGBOOK REVEALED HE HAD NO TIME LOGGED IN THE MAKE AND MODEL AIRPLANE.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S OVER-CONFIDENCE IN HIS PERSONAL ABILITY, HIS LACK OF EXPERIENCE IN THE TYPE AIRPLANE HE WAS FLYING, AND THE FACT THE PILOT DID NOT MAINTAIN A PROPER AIRSPEED.

## Findings

---

Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: GO-AROUND (VFR)

### Findings

1. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
2. (C) OVERCONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. (F) STALL/SPIN - INADVERTENT - PILOT IN COMMAND
4. (C) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
5. (F) REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND

-----

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

### Findings

6. TERRAIN CONDITION - GROUND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	59, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	September 12, 1991
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	708 hours (Total, all aircraft), 708 hours (Pilot In Command, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	RANS	<b>Registration:</b>	N5301A
<b>Model/Series:</b>	S-9 S-9	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>	Experimental (Special)	<b>Serial Number:</b>	587004
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	1
<b>Date/Type of Last Inspection:</b>	January 2, 1900 Unknown	<b>Certified Max Gross Wt.:</b>	670 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	ROTAX
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	503
<b>Registered Owner:</b>	ZARICHNY, GEORGE	<b>Rated Power:</b>	47 Horsepower
<b>Operator:</b>	DWAIN R. CHATTERTON	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Scattered / 4500 ft AGL	<b>Visibility</b>	12 miles
<b>Lowest Ceiling:</b>	Broken	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	
<b>Precipitation and Obscuration:</b>	N/A - None - Haze		
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	00:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

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

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Fatal	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Fatal	<b>Latitude, Longitude:</b>	

## Administrative Information

**Investigator In Charge (IIC):** Sills, Burt

**Additional Participating Persons:** JERRY L BUIT; BELLEVILLE , MI  
BURT L SILLS; BELLEVILLE , MI

**Original Publish Date:** May 26, 1993

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=15231>

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](#).