



Aviation Investigation Final Report

Location:	LARCHWOOD, Iowa	Accident Number:	CHI93DCD01
Date & Time:	October 4, 1992, 12:47 Local	Registration:	N330RM
Aircraft:	RICHARD O. MIDDLEN GLASAIR III SH-3R	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE AMATEUR BUILT AIRPLANE WAS OBSERVED IN LOW LEVEL CRUISE FLIGHT OVER A HIGHWAY. THE AIRPLANE STRUCK ELECTRIC TRANSMISSION WIRES STRETCHED ACROSS A ROAD AND CRASHED IN AN ADJACENT FIELD.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT-IN-COMMAND'S INTENTIONAL LOW PASS AND HIS INADEQUATE VISUAL LOOKOUT.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: CRUISE

Findings

1. (F) OBJECT - WIRE, TRANSMISSION
2. (C) LOW PASS - INTENTIONAL - PILOT IN COMMAND
3. (F) OSTENTATIOUS DISPLAY - PILOT IN COMMAND
4. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

5. TERRAIN CONDITION - OPEN FIELD

Factual Information

Pilot Information

Certificate:	Private	Age:	46, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	August 6, 1992
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	848 hours (Total, all aircraft), 124 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	RICHARD O. MIDDLEN	Registration:	N330RM
Model/Series:	GLASAIR III SH-3R GLASAIR II	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	3153
Landing Gear Type:	Retractable - Tricycle	Seats:	2
Date/Type of Last Inspection:	July 17, 1992 Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-540-P1A5
Registered Owner:	MIDDLEN, RICHARD O	Rated Power:	325 Horsepower
Operator:	MIDDLEN, RICHARD O	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:	FSD ,1427 ft msl	Distance from Accident Site:	17 Nautical Miles
Observation Time:	11:50 Local	Direction from Accident Site:	127°
Lowest Cloud Condition:	Clear	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	13 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	19°C / 13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	SIoux FALLS , SD (FSD)	Type of Flight Plan Filed:	None
Destination:	(FSD)	Type of Clearance:	None
Departure Time:	00:00 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:	None

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	43.45079,-96.430137(est)

Administrative Information

Investigator In Charge (IIC):	Misnick, Michael
Additional Participating Persons:	J. ROBERT BOLINGER; DES MOINES , IA ROBERT ANDERLIK; DES MOINES , IA
Original Publish Date:	June 11, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=15567

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](#).