



Aviation Investigation Final Report

Location:	MADISON, Minnesota	Accident Number:	CHI93DER01
Date & Time:	May 11, 1993, 18:15 Local	Registration:	N17FS
Aircraft:	PITTS S1	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

WITNESSES REPORTED THE PILOT PERFORMED HIGH ALTITUDE AEROBATICS FOR ABOUT 20 TO 30 MINUTES. THEN HE ENTERED A SPIN AND DESCENDED INTO TERRAIN. WITNESSES STATED HE APPEARED TO HAVE CONTROL OF THE AIRPLANE DURING THE DESCENT, BUT PULLED OUT WHEN HE WAS TOO CLOSE TO THE GROUND.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO MAINTAIN ADEQUATE TERRAIN CLEARANCE DURING AEROBATIC MANEUVERS.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: MANEUVERING

Findings

1. AEROBATICS - PERFORMED - PILOT IN COMMAND
2. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	76, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Center
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	August 18, 1992
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	8200 hours (Total, all aircraft), 300 hours (Total, this make and model), 7500 hours (Pilot In Command, all aircraft), 45 hours (Last 90 days, all aircraft), 24 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PITTS	Registration:	N17FS
Model/Series:	S1 S1	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Special flight (Special)	Serial Number:	467-H
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	May 5, 1992 Annual	Certified Max Gross Wt.:	900 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	
ELT:	Not installed	Engine Model/Series:	
Registered Owner:	KELTGEN, JOHN J.	Rated Power:	
Operator:	KELTGEN, JOHN J.	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:	MVE ,1035 ft msl	Distance from Accident Site:	23 Nautical Miles
Observation Time:	17:45 Local	Direction from Accident Site:	90°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	20°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	24°C / 7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	17:45 Local	Type of Airspace:	Class G

Airport Information

Airport:	MADISON DXX	Runway Surface Type:	
Airport Elevation:	1082 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal	Latitude, Longitude:	45.009574,-96.179328(est)

Administrative Information

Investigator In Charge (IIC): Berg, William

Additional Participating Persons:

Original Publish Date: November 3, 1993

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=15569>

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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](#).