



Aviation Investigation Final Report

Location:	IRWIN, Pennsylvania	Accident Number:	NYC87DGM03
Date & Time:	September 10, 1987, 18:15 Local	Registration:	N290RW
Aircraft:	WOODY PITTS S1	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT REPORTED THAT JUST AFTER TAKEOFF HIS LEFT FOOT BECAME ENTANGLED IN THE LEFT RUDDER CONTROLS AND THE RUDDER JAMMED. THE HOMEBUILT AIRPLANE ENTERED A LEFT BANK WHICH THE PILOT WAS NOT ABLE TO CORRECT; THE LEFT WING STRUCK TREES AND THE AIRPLANE FELL 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 INABILITY TO MAINTAIN CONTROL OF THE AIRCRAFT DURING INITIAL CLIMBOUT. INADVERTENT USE OF THE RUDDER CONTROLS WAS A FACTOR.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) CONTROL INTERFERENCE - INADVERTENT - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

2. OBJECT - TREE(S)

Factual Information

Pilot Information

Certificate:	Private	Age:	73, 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:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	June 1, 1986
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1235 hours (Total, all aircraft), 5 hours (Total, this make and model), 30 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	WOODY	Registration:	N290RW
Model/Series:	PITTS S1 PITTS S1	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	RW-2
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	September 1, 1987 Annual	Certified Max Gross Wt.:	950 lbs
Time Since Last Inspection:	4 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	O-290-G
Registered Owner:	RONALD J. WOODY	Rated Power:	115 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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	22°C / 11°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	18:14 Local	Type of Airspace:	Class D

Airport Information

Airport:	INTER COUNTY	Runway Surface Type:	Grass/turf
Airport Elevation:	1250 ft msl	Runway Surface Condition:	Dry
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	1880 ft / 130 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	40.319919,-79.690925(est)

Administrative Information

Investigator In Charge (IIC): Turko, Frank

Additional Participating Persons:

Original Publish Date: November 10, 1992

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=30437>

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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](#).