



Aviation Investigation Final Report

Location:	CLEARWATER, Florida	Accident Number:	MIA88LA039
Date & Time:	October 25, 1987, 09:30 Local	Registration:	N14SH
Aircraft:	PITTS S-1C	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT STATED THAT ON LANDING ROLL, AS HE ADDED POWER TO GO AROUND, HE LOST CONTROL OF THE AIRCRAFT, RAN OFF THE RUNWAY, FLIPPED OVER AND CAME TO REST INVERTED. THE TORQUE OF THE RELATIVELY POWERFUL ENGINE ADDED TO THE CONTROL PROBLEMS IN THIS SHORT FUSELAGE TAIL WHEEL ACFT WHICH IS PRONE TO TURNING AT LOWER SPEEDS WHEN THE RUDDER IS LESS EFFECTIVE DURING TAKEOFF AND LANDING. THE TURNING IS LESS NOTICABLE TO THE PLT WHEN THE TAIL WHEEL IS ON THE GROUND DUE TO THE NOSE OF THE ACFT BLOCKING THE FORWARD VISIBILITY. THE PLT HAD LIMITED FLT EXPERIENCE IN THIS TYPE ACFT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: NOSE OVER
Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

Certificate:	Private	Age:	49, 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:	December 9, 1985
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	149 hours (Total, all aircraft), 29 hours (Total, this make and model), 42 hours (Pilot In Command, all aircraft), 3 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PITTS	Registration:	N14SH
Model/Series:	S-1C S-1C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	077183254
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	April 10, 1987 Annual	Certified Max Gross Wt.:	900 lbs
Time Since Last Inspection:	8 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	198 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	O-290D
Registered Owner:	JOHN BOUTELL	Rated Power:	125 Horsepower
Operator:	BOUTELL, JOHN	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:	PIE ,71 ft msl	Distance from Accident Site:	
Observation Time:	09:40 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 10000 ft AGL	Visibility	7 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	20°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	23°C / 19°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	09:00 Local	Type of Airspace:	Class E

Airport Information

Airport:	CLEARWATER AIR PARK CLW	Runway Surface Type:	Asphalt
Airport Elevation:	71 ft msl	Runway Surface Condition:	Dry
Runway Used:	33	IFR Approach:	None
Runway Length/Width:	3000 ft / 75 ft	VFR Approach/Landing:	Go around;Traffic pattern

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:	

Administrative Information

Investigator In Charge (IIC): Hill, Bruce

Additional Participating Persons:

Original Publish Date: December 27, 1988

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=32093>

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](#).