



Aviation Investigation Final Report

Location:	MONTEZUMA, Kansas	Accident Number:	MKC86LA111
Date & Time:	May 18, 1986, 19:00 Local	Registration:	N39967
Aircraft:	JACKMAN PITTS S-1S	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT STATED THAT AS THE AIRCRAFT TOUCHED DOWN ON THE RUNWAY THE LEFT WING STRUCK CROPS IN A WHEATFIELD WHICH ARRESTED THE FORWARD MOTION OF THE WING. ACCORDING TO TH E PILOT, THE AIRCRAFT VEERED OUT OF CONTROL INTO THE WHEATFIELD, CARTWHEELED TWICE, AND CAME TO REST IN AN INVERTED POSITION. THE PLT REPORTED LOCAL WINDS WERE FROM THE EAST AT 5 TO 10 KTS.

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 - FLARE/TOUCHDOWN

Findings

1. (C) PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
 2. TERRAIN CONDITION - CROP
 3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
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Occurrence #2: NOSE OVER
Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

Certificate:	Private	Age:	35, 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--no waivers/lim.	Last FAA Medical Exam:	September 22, 1984
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	281 hours (Total, all aircraft), 43 hours (Total, this make and model), 281 hours (Pilot In Command, all aircraft), 22 hours (Last 90 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	JACKMAN	Registration:	N39967
Model/Series:	PITTS S-1S PITTS S-1S	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	100EA421
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	September 13, 1985 Annual	Certified Max Gross Wt.:	900 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	80 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	O-360
Registered Owner:		Rated Power:	180 Horsepower
Operator:	EDWARD F.FLEET	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:	DDC ,2594 ft msl	Distance from Accident Site:	28 Nautical Miles
Observation Time:	18:52 Local	Direction from Accident Site:	40°
Lowest Cloud Condition:	Scattered / 6000 ft AGL	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	310°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	22°C / 1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	MEADE , KS (8K4)	Type of Flight Plan Filed:	None
Destination:	MONTEZUMA , KS (46K)	Type of Clearance:	None
Departure Time:	18:40 Local	Type of Airspace:	Class G

Airport Information

Airport:	REXFORD 46K	Runway Surface Type:	Grass/turf
Airport Elevation:	2775 ft msl	Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	2500 ft / 120 ft	VFR Approach/Landing:	Full stop

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:	37.590469,-100.439231(est)

Administrative Information

Investigator In Charge (IIC): Vargas, Ramon

Additional Participating Persons: LOREN D NEWTON; WICHITA , KS

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=34179>

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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](#).