



Aviation Investigation Final Report

Location:	ST. CHARLES, Missouri	Accident Number:	MKC90LA131
Date & Time:	June 16, 1990, 10:30 Local	Registration:	N21EV
Aircraft:	EUGENE M. VERAS POLLIWAGON 150	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE COMMERCIAL PLT, MAKING HIS HOMEBUILT ACFT'S FIRST FLIGHT, SAID THAT IMMEDIATELY AFTER TAKEOFF, HE EXPERIENCED PITCH PROBLEMS. HE MADE THREE CIRCUITS OF THE AIRPORT ATTEMPTING TO STABILIZE THE ACFT, THEN ATTEMPTED TO LAND. AFTER TOUCHING DOWN ON ALL THREE WHEELS, THE ACFT PITCHED UP, TO ABOUT 8 FEET AGL, THEN STALLED AND COLLIDED WITH THE TERRAIN. POST ACCIDENT INVESTIGATION REVEALED EXCESSIVE, LOOSE PLAY IN THE CONTROL MIXER AND THE POSSIBILITY OF AN IMPROPERLY LOCATED STABILIZER HINGE ASSEMBLY.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE FLIGHT CONTROL SYSTEM-STICK WAS LOOSE RESULTING IN AN STALL.

Findings

Occurrence #1: ALTITUDE DEVIATION, UNCONTROLLED
Phase of Operation: LANDING - ROLL

Findings

1. (C) FLT CONTROL SYST, YOKE/CONTROL STICK - LOOSE
2. (F) FLT CONTROL SYST, STABILATOR CNTRL ATTACH POINTS - IMPROPER
3. AIRCRAFT CONTROL - NOT POSSIBLE - PILOT IN COMMAND

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

Findings

4. STALL - INADVERTENT - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	69, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
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:	May 28, 1989
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	563 hours (Total, all aircraft), 1 hours (Total, this make and model), 485 hours (Pilot In Command, all aircraft), 4 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	EUGENE M. VERAS	Registration:	N21EV
Model/Series:	POLLIWAGON 150 POLLIWAGON	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	1085
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	1950 lbs
Time Since Last Inspection:	1 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	O-320-E2A
Registered Owner:	VERAS, EUGENE M	Rated Power:	150 Horsepower
Operator:	VERAS, EUGENE M.	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:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	24°C / -18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	Traffic advisory
Departure Time:	10:00 Local	Type of Airspace:	Class D

Airport Information

Airport:	ST. CHARLES CO 3SZ	Runway Surface Type:	Asphalt
Airport Elevation:	435 ft msl	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	3800 ft / 75 ft	VFR Approach/Landing:	Full stop;Precautionary landing

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	38.789962,-90.509658(est)

Administrative Information

Investigator In Charge (IIC): Hruban, John

Additional Participating Persons: NEAL SOWERS;

Original Publish Date: September 28, 1992

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=35001>

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](#).