



Aviation Investigation Final Report

Location:	GALION, Ohio	Accident Number:	NYC92LA143
Date & Time:	August 5, 1992, 08:30 Local	Registration:	N88UM
Aircraft:	PITTS S-1S	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT LANDED TO THE LEFT OF THE RUNWAY CENTERLINE. HE SAID, 'I THEN CORRECTED TO...GET BACK ON CENTERLINE, WHEN THE AIRCRAFT OVERSHOT. ...I WAS CORRECTING BACK...WHEN THE AIRCRAFT GROUND LOOPED.'

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 DIRECTIONAL CONTROL AFTER LANDING AND THE SUBSEQUENT LOSS OF AIRPLANE CONTROL.

Findings

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

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. REMEDIAL ACTION - EXCESSIVE - PILOT IN COMMAND
3. GROUND LOOP/SWERVE

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

4. TERRAIN CONDITION - RUNWAY

Factual Information

Pilot Information

Certificate:	Airline transport	Age:	39, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	August 14, 1991
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	4633 hours (Total, all aircraft), 42 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	PITTS	Registration:	N88UM
Model/Series:	S-1S S-1S	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Aerobatic	Serial Number:	1-0035
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	July 7, 1992 Annual	Certified Max Gross Wt.:	1150 lbs
Time Since Last Inspection:	6 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	714 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	AEIO-360-B4A
Registered Owner:	STUART T. PRESSEY	Rated Power:	180 Horsepower
Operator:	STUART T. PRESSEY	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:	Scattered / 10000 ft AGL	Visibility	25 miles
Lowest Ceiling:	Broken / 25000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	14°C / 13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	07:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	GALION MUNICIPAL GQQ	Runway Surface Type:	Asphalt
Airport Elevation:	1225 ft msl	Runway Surface Condition:	Dry
Runway Used:	23	IFR Approach:	None
Runway Length/Width:	3504 ft / 75 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:	40.730335,-82.790557(est)

Administrative Information

Investigator In Charge (IIC):	Leonard, Charles
Additional Participating Persons:	GEORGE REAM; CLEVELAND , OH
Original Publish Date:	September 28, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=37192

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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](#).