



Aviation Investigation Final Report

Location:	MINERSVILLE, Pennsylvania	Accident Number:	NYC93LA011
Date & Time:	October 8, 1992, 18:15 Local	Registration:	N31SP
Aircraft:	Anderson Aircraft Corp. PITTS S-1	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT WAS PERFORMING AEROBATIC MANEUVERS TO PROVIDE AN OPINION OF THE AIRPLANE TO THE OWNER. FAA RECORDS INDICATE THAT THE PILOT WAS CERTIFIED FOR AEROBATIC MANEUVERS TO THE SURFACE. THE PILOT HAD OVER 300 HOURS OF FLIGHT EXPERIENCE IN THE PITTS. AFTER SEVERAL AEROBATIC MANEUVERS, THE PILOT WAS UNABLE TO COUNTER A NOSE-UP ATTITUDE AND THE AIRPLANE STALLED AND ENTERED A SPIN. HE WAS ABLE TO STOP THE SPIN ROTATION, BUT WAS UNABLE TO CONTROL THE AIRPLANE PITCH PRIOR TO IMPACTING THE GROUND. A C-CLAMP WAS FOUND IN THE AFT FUSELAGE, NEAR THE ELEVATOR CONTROLS. THE CLAMP WAS BENT, GOUGED, AND HAD MARKS WHERE THE PAINT HAD BEEN REMOVED. AN ELEVATOR CONTROL ROD WAS FRACTURED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A LOSS OF CONTROL DUE TO A FOREIGN OBJECT JAMMING THE ELEVATOR FLIGHT CONTROLS.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: MANEUVERING

Findings

1. AEROBATICS - PERFORMED - PILOT IN COMMAND
2. (C) FLT CONTROL SYST,ELEVATOR CONTROL - FOREIGN OBJECT
3. (C) FLT CONTROL SYST,ELEVATOR CONTROL - JAMMED
4. (C) AIRCRAFT CONTROL - NOT POSSIBLE - PILOT IN COMMAND
5. STALL/SPIN - INADVERTENT - PILOT IN COMMAND

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

Factual Information

Pilot Information

Certificate:	Private	Age:	47, 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:	March 25, 1991
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1570 hours (Total, all aircraft), 350 hours (Total, this make and model), 1570 hours (Pilot In Command, all aircraft), 52 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Anderson Aircraft Corp.	Registration:	N31SP
Model/Series:	PITTS S-1 PITTS S-1	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:		Serial Number:	AL-2
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	July 10, 1992 Continuous airworthiness	Certified Max Gross Wt.:	900 lbs
Time Since Last Inspection:	3 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	916 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	O-360-A4A
Registered Owner:	BARDIC AVIATION INC	Rated Power:	180 Horsepower
Operator:	BARDIC AVIATION INC	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:	Broken / 5500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	POTTSVILLE , PA (ZER)	Type of Flight Plan Filed:	None
Destination:	(ZER)	Type of Clearance:	None
Departure Time:	17:45 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	40.669517,-76.200866(est)

Administrative Information

Investigator In Charge (IIC): Pearce, Robert

Additional Participating Persons: RAY STEICH; HARRISBURG , PA

Original Publish Date: April 30, 1996

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=37254>

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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](#).