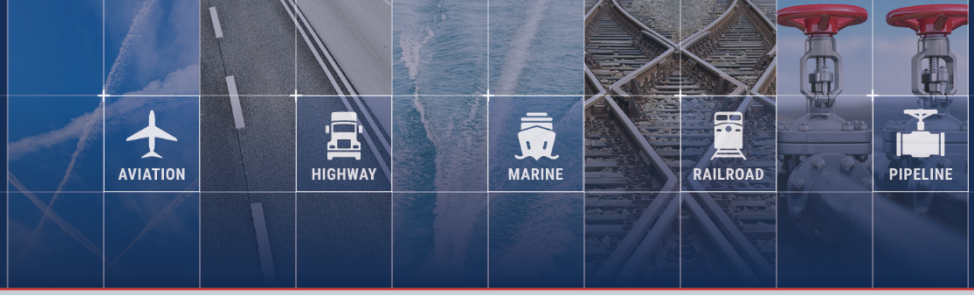

Aviation Investigation Final Report

Location:	ORMOND BEACH, Florida	**Accident Number:**	MIA96LA021
Date & Time:	November 11, 1995, 16:03 Local	**Registration:**	N39339
Aircraft:	LYNCH STARDUSTER SA-300	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	1 Serious, 1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot stated that shortly after takeoff the airplane yawed to the left, began to lose altitude, and collided with the ground. A post accident inspection of the airplane revealed no evidence of any mechanical malfunction of the flight control system.

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 ADEQUATE AIRSPEED AND CONTROL OF THE AIRPLANE RESULTING IN AN INADVERTENT STALL AND COLLISION WITH THE GROUND.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings
1. (F) STALL - INADVERTENT - PILOT IN COMMAND
2. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

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

Findings
3. (F) TERRAIN CONDITION - GROUND

Factual Information

On November 11, 1995, about 1603 eastern standard time, N39339, an amateur built Starduster II SA-300 crashed at the Ormond Beach Municipal Airport, Ormond Beach, Florida while on a 14 CFR Part 91 personal flight. Visual meteorological conditions prevailed at the time and no flight plan was filed for the local flight. The airplane was substantially damaged, the pilot received minor injuries and the passenger was seriously injured. The flight was originating at the time of the accident.

Witnesses observed the airplane take off, bank left, appear to stall and pitch nose down and crash. The pilot stated that shortly after takeoff the airplane began to yaw to the left and lose altitude, then collide with the ground.

A postcrash examination of the airplane by an FAA inspector revealed no preimpact malfuntion of the flight controls.

Pilot Information

Certificate:	Private	**Age:**	50,Male
Airplane Rating(s):	Single-engine land	**Seat Occupied:**	Rear
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:**	June 21, 1995
Occupational Pilot:	UNK	**Last Flight Review or Equivalent:**	
Flight Time:	2000 hours (Total, all aircraft), 15 hours (Total, this make and model), 2000 hours (Pilot In Command, all aircraft), 25 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	LYNCH STARDUSTER	**Registration:**	N39339
Model/Series:	SA-300 SA-300	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	Yes
Airworthiness Certificate:	Experimental (Special)	**Serial Number:**	1
Landing Gear Type:	Tailwheel	**Seats:**	2
Date/Type of Last Inspection:	May 17, 1995 Continuous airworthiness	**Certified Max Gross Wt.:**	1810 lbs
Time Since Last Inspection:	30 Hrs	**Engines:**	1 Reciprocating
Airframe Total Time:	256 Hrs	**Engine Manufacturer:**	LYCOMING
ELT:		**Engine Model/Series:**	O-320
Registered Owner:	STEVEN B. SEARLE	**Rated Power:**	150 Horsepower
Operator:	YURI A HERVISKA	**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:	DAB	**Distance from Accident Site:**	
Observation Time:	15:56 Local	**Direction from Accident Site:**	
Lowest Cloud Condition:	Scattered / 11000 ft AGL	**Visibility**	10 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	6 knots /	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	210°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	29 inches Hg	**Temperature/Dew Point:**	26°C / 18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(OMN)	**Type of Flight Plan Filed:**	None
Destination:		**Type of Clearance:**	VFR
Departure Time:	16:04 Local	**Type of Airspace:**	Class E

Airport Information

Airport:	ORMOND BEACH MUNICIPAL OMN	**Runway Surface Type:**	Asphalt
Airport Elevation:	28 ft msl	**Runway Surface Condition:**	Dry
Runway Used:	17	**IFR Approach:**	None
Runway Length/Width:	3701 ft / 100 ft	**VFR Approach/Landing:**	None

Wreckage and Impact Information

Crew Injuries:	1 Minor	**Aircraft Damage:**	Substantial
Passenger Injuries:	1 Serious	**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	1 Serious, 1 Minor	**Latitude, Longitude:**	29.280563,-81.060142(est)

Administrative Information

Investigator In Charge (IIC):	Alston, Andrew
Additional Participating Persons:	MARTIN POLMINSKI;
Original Publish Date:	February 27, 1996
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=37942