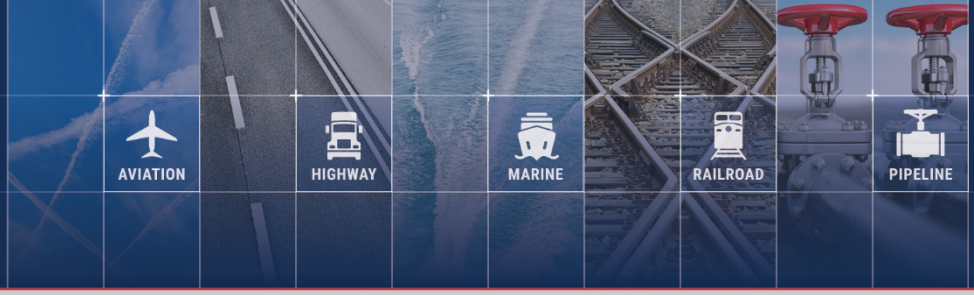

Aviation Investigation Final Report

Location:	Oshkosh, Wisconsin	**Accident Number:**	CHI01FA244
Date & Time:	July 26, 2001, 13:12 Local	**Registration:**	N325HP
Aircraft:	Schuchart Stoddard HamiltonSH3	**Aircraft Damage:**	Destroyed
Defining Event:		**Injuries:**	1 Fatal
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The airplane was destroyed when it impacted the terrain and burned. The airplane was on final approach to the runway. The airplane was en route to the annual Experimental Aircraft Association fly-in at Oshkosh, Wisconsin. The air traffic controller instructed the airplane to "S"-turn in order to maintain spacing with other aircraft. Witnesses reported seeing the airplane making the "S"-turns while on final approach. One witness reported that the, "aircraft's nose was high and appeared slow. The aircraft stalled and spun." Other witnesses also reported seeing the airplane in a spin prior to impacting the ground. An on scene examination of the wreckage revealed no pre-impact anomalies.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The inadvertent stall/spin by the pilot.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings
1. (C) STALL/SPIN - INADVERTENT - PILOT IN COMMAND

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

Factual Information

On July 26, 2001 at 1312 central daylight time, an amateur-built Schuchart Stoddard Hamiltom SH3, N325HP, owned and piloted by a private pilot, was destroyed when it impacted the terrain and burned about 2 nautical miles west of the Wittman Regional Airport (OSH), Oshkosh, Wisconsin. The aircraft was on final approach to runway 09 (6,178 feet by 150 feet, asphalt). The airplane was en route to the annual Experimental Aircraft Association fly-in. The 14 CFR Part 91 flight was operating in visual meteorological conditions and was not on a flight plan. The pilot, who was the sole occupant, was fatally injured. The exact departure point and departure time was not determined.

The air traffic controller that was working the accident airplane stated that he instructed the accident airplane to, "S-turn to stay in trail." He stated that he later told the airplane to, "bring it back to the final the spacing is good." He said that the airplane proceeded through the final approach course to the south and he again told the airplane to, "bring it straight in." The airplane subsequently impacted the ground.

Witnesses reported that the airplane was making "S"-turns while on final approach. One witness reported that the, "aircraft's nose was high and appeared slow. The aircraft stalled and spun." Other witnesses also reported seeing the airplane in a spin prior to impacting the ground.

The pilot held a private pilot certificate with an airplane singe engine land rating. The pilot also held a third class medical certificate issued on April 12, 2000. The medical certificate listed the restriction, "Must wear corrective lenses." According to Federal Aviation Administration records, the pilot reported a total flight time of 1,100 hours on the application for his medical certificate.

An on scene examination of the wreckage was conducted. The main wreckage was located within a circle approximately 30 feet in diameter. The fuselage forward of the leading edge of the tail surfaces, the right horizontal stabilizer, the right vertical stabilizer skin, and both wings were damaged by fire. The main wing spar remained in one piece. Control system continuity was established from the control surfaces to the cockpit. The engine was examined and was found to rotate. Valve train continuity was established and the engine exhibited "thumb" compression on cylinders 1 through 5. The engine mount was bent down and was impinged on the pushrod tube for cylinder number 6. The magnetos were examined and were found to be damaged by fire. No anomalies were found, with respect to the airplane, engine or systems, that could be associated with a pre-impact condition.

An autopsy was performed at the Mercy Medical Center, Oshkosh, Wisconsin, on July 26, 2001.

A "Final Forensic Toxicology Fatal Accident Report", prepared by the FAA listed negative results for all tests performed.

The airplane wreckage was released to a representative of the insurance company.

The Federal Aviation Administration and Textron Lycoming were parties to the investigation.

Pilot Information

Certificate:	Private	**Age:**	55,Male
Airplane Rating(s):	Single-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:**	Yes
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	**Last FAA Medical Exam:**	April 12, 2000
Occupational Pilot:	UNK	**Last Flight Review or Equivalent:**	
Flight Time:	1100 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Schuchart	**Registration:**	N325HP
Model/Series:	Stoddard HamiltonSH3	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	Yes
Airworthiness Certificate:	Experimental (Special)	**Serial Number:**	3093
Landing Gear Type:	Retractable - Tricycle	**Seats:**	2
Date/Type of Last Inspection:	Unknown	**Certified Max Gross Wt.:**	2500 lbs
Time Since Last Inspection:		**Engines:**	1 Reciprocating
Airframe Total Time:		**Engine Manufacturer:**	Lycoming
ELT:	Installed, not activated	**Engine Model/Series:**	IO-540
Registered Owner:	Bennett I. Moyle	**Rated Power:**	300 Horsepower
Operator:		**Operating Certificate(s) Held:**	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:	OSH,808 ft msl	**Distance from Accident Site:**	2 Nautical Miles
Observation Time:	12:53 Local	**Direction from Accident Site:**	99°
Lowest Cloud Condition:	Few / 3400 ft AGL	**Visibility**	10 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	9 knots /	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	70°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	30.22 inches Hg	**Temperature/Dew Point:**	23°C / 16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Unknown	**Type of Flight Plan Filed:**	None
Destination:	Oshkosh, WI (OSH)	**Type of Clearance:**	VFR
Departure Time:		**Type of Airspace:**	Class D

Airport Information

Airport:	WITTMAN REGIONAL OSH	**Runway Surface Type:**	Asphalt
Airport Elevation:	808 ft msl	**Runway Surface Condition:**	Dry
Runway Used:	9	**IFR Approach:**	None
Runway Length/Width:	6178 ft / 150 ft	**VFR Approach/Landing:**	Full stop

Wreckage and Impact Information

Crew Injuries:	1 Fatal	**Aircraft Damage:**	Destroyed
Passenger Injuries:		**Aircraft Fire:**	On-ground
Ground Injuries:	N/A	**Aircraft Explosion:**	On-ground
Total Injuries:	1 Fatal	**Latitude, Longitude:**	43.989444,-88.6025

Administrative Information

Investigator In Charge (IIC):	Brannen, John
Additional Participating Persons:	Donald F Flieger; FAA- Milwaukee, WI - FSDO; Milwaukee, WI Gregory Erikson; Textron Lycoming; Wayne, IL
Original Publish Date:	September 10, 2002
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=52838