



Aviation Investigation Final Report

Location:	Dothan, Alabama	Accident Number:	ATL03LA043
Date & Time:	February 9, 2003, 11:30 Local	Registration:	N34AP
Aircraft:	Penska Rans S-9	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

According to the pilot, shortly after takeoff he made a steep left turn to avoid other aircraft in the immediate area. The pilot stated, "he allowed the airplane to get slow and stall". The pilot estimated that he was approximately 100 feet above ground level in a steep left turn. Subsequently the airplane collided with the ground in a nose low attitude. The on scene examination of the airplane found no binding crimping or any other restriction to flight control movement aft of the cockpit.

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 which resulted in a stall and subsequent inflight collision with the ground

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. EVASIVE MANEUVER - ATTEMPTED - PILOT IN COMMAND
2. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Findings

4. TERRAIN CONDITION - GROUND

Factual Information

On February 9, 2003, at 1130 central standard time, an Allan J. Penska Rans S-9 experimental airplane, N34AP, registered to and operated by the commercial pilot, collided with the ground in the back yard of a private residence shortly after takeoff in Dothan, Alabama. The personal flight was operated under the provisions of Title 14 CFR Part 91. Visual meteorological conditions prevailed and no flight plan was filed. The pilot received serious injuries, and the airplane sustained substantial damage. The local flight originated from a local residence backyard in Gordon, Alabama, at 1128 on February 9, 2003.

According to the pilot, the experimental airplane took off from the backyard of a private residence and climbed to 400 feet. Shortly after takeoff the pilot made a steep left turn to avoid other aircraft in the immediate area. In a written statement, the pilot stated the elevator control of the airplane failed and the airplane headed toward the ground.

The airplane collided with the ground in a nose low attitude in a field approximately 1/4 mile from the departure point. During a subsequent conversation, the pilot stated that "he allowed the airplane to get slow and stall". The pilot estimated that he was approximately 100 feet above ground level at 60 mph in a steep left turn.

Examination of the airplane revealed that the left wing was separated from the fuselage. The on-scene examination of the airplane found no binding, crimping or any other restriction to flight control movement aft of the cockpit.

Pilot Information

Certificate:	Commercial	Age:	41, 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 2 Without waivers/limitations	Last FAA Medical Exam:	May 30, 2001
Occupational Pilot:	No	Last Flight Review or Equivalent:	September 1, 2002
Flight Time:	2804 hours (Total, all aircraft), 10 hours (Total, this make and model), 35 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Penska	Registration:	N34AP
Model/Series:	Rans S-9	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	NONE
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	April 7, 2002 Annual	Certified Max Gross Wt.:	600 lbs
Time Since Last Inspection:	8 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	148 Hrs at time of accident	Engine Manufacturer:	Rotax
ELT:	Not installed	Engine Model/Series:	503CID
Registered Owner:	On file	Rated Power:	50 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	DHN,401 ft msl	Distance from Accident Site:	
Observation Time:	10:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 10000 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.25 inches Hg	Temperature/Dew Point:	1°C / 0°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Dothan, AL	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	11:30 Local	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	31.321388,-85.449447

Administrative Information

Investigator In Charge (IIC):	Wilson, Ralph
Additional Participating Persons:	Emil Cirone; Birmingham FSDO - 09
Original Publish Date:	June 30, 2004
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=56469

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