



# Aviation Investigation Final Report

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<b>Location:</b>	Frankston, Texas	<b>Accident Number:</b>	CEN14LA342
<b>Date &amp; Time:</b>	July 4, 2014, 14:05 Local	<b>Registration:</b>	N4263
<b>Aircraft:</b>	SLAUGHTER MIKE CH601-HDS	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Aerodynamic stall/spin	<b>Injuries:</b>	1 Serious, 1 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

The pilot and passenger were returning home after attending a fly-in at another airport. The passenger reported that, during the descent to land, the pilot spotted a boat on the lake that they were overflying and began to follow it at low altitude. The pilot then made a steep turn, which resulted in the airplane exceeding its critical angle-of-attack and experiencing an aerodynamic stall. The pilot then lost airplane control, and the airplane subsequently impacted the water. The pilot and passenger were rescued by nearby boaters. The airplane wreckage was not recovered from the water; neither the pilot nor passenger reported any anomalies with the airplane before the accident.

## 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 while maneuvering at low altitude, which resulted in the airplane exceeding its critical angle-of-attack and experiencing an aerodynamic stall. Contributing to the accident was the pilot's decision to make a steep turn at low altitude.

## Findings

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<b>Personnel issues</b>	Decision making/judgment - Pilot
<b>Aircraft</b>	Airspeed - Not attained/maintained
<b>Aircraft</b>	Angle of attack - Not attained/maintained
<b>Personnel issues</b>	Aircraft control - Pilot

## Factual Information

### History of Flight

<b>Maneuvering-low-alt flying</b>	Loss of control in flight
<b>Maneuvering-low-alt flying</b>	Aerodynamic stall/spin (Defining event)

On July 4, 2014, at 1405 central daylight time, a Slaughter CH601-HDS ultralight airplane, N4263, impacted Lake Palestine, Texas, near Frankston, Texas, while maneuvering at low altitude. The pilot was seriously injured and the passenger received minor injuries. The airplane was substantially damaged. The airplane was registered to and operated by the pilot under the provisions of 14 Code of Federal Regulations Part 91 as a personal flight. Visual meteorological conditions prevailed at the time of the accident, and no flight plan had been filed. The flight originated from Mineola Airport (3F9), Mineola, Texas, and was en route to Aero Estates Airpark (T25), Frankston, Texas.

According to statements provided to FAA Inspectors and law enforcement officers, the pilot and his son were returning to T25 after attending a fly-in at 3F9. The son said that during their descent to T25, the pilot spotted a boat and began to follow it at low altitude. The pilot then made a steep turn and stalled the airplane, lost control, and impacted the water. The pilot and passenger were rescued by nearby boaters.

The wreckage remained in the lake and was not available for examination. Neither occupant indicated there were any system malfunctions with the airplane prior to the accident and indicated fuel exhaustion did not occur.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	56
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Unknown
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Unknown	<b>Last FAA Medical Exam:</b>	September 1, 1998
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>			

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	SLAUGHTER MIKE	<b>Registration:</b>	N4263
<b>Model/Series:</b>	CH601-HDS HDS	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>	Unknown	<b>Serial Number:</b>	6-1859
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	
<b>ELT:</b>		<b>Engine Model/Series:</b>	
<b>Registered Owner:</b>	BUSTER GARY C	<b>Rated Power:</b>	
<b>Operator:</b>	BUSTER GARY C	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KTYR,551 ft msl	<b>Distance from Accident Site:</b>	16 Nautical Miles
<b>Observation Time:</b>	18:53 Local	<b>Direction from Accident Site:</b>	6°
<b>Lowest Cloud Condition:</b>		<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Broken / 3400 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	6 knots / 14 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	140°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.2 inches Hg	<b>Temperature/Dew Point:</b>	29°C / 21°C
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	MINEOLA, TX (3F9)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	FRANKSTON, TX (T25)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Unknown

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Minor	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Serious, 1 Minor	<b>Latitude, Longitude:</b>	32.08361,-95.435836(est)

## Administrative Information

**Investigator In Charge (IIC):** Lemishko, Alexander

**Additional Participating Persons:**

**Original Publish Date:** June 9, 2015

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:** The NTSB did not travel to the scene of this accident.

**Investigation Docket:** <https://data.ntsb.gov/Docket?ProjectID=89614>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).