



# Aviation Investigation Final Report

<b>Location:</b>	PAINESVILLE, Ohio	<b>Accident Number:</b>	BF094LA161
<b>Date &amp; Time:</b>	September 30, 1994, 12:40 Local	<b>Registration:</b>	N39RH
<b>Aircraft:</b>	HENDERSON CHRISTEN EAGLE II	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	2 Fatal
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE AIRCRAFT IMPACTED THE GROUND WHEN AN UNSUCCESSFUL AEROBATIC MANEUVER WAS ATTEMPTED. THERE WERE SEVERAL WITNESSES WHO SAW AND HEARD THE AIRPLANE DURING THE MANEUVERS. ONE OF THE WITNESSES REPORTED THAT THE PILOT COMPLETED SEVERAL STALL/SPINS SUCCESSFULLY. THE WITNESS WHO IS A PILOT STATED THAT HE SAW THE AIRPLANE IN A FLAT SPIN, BEFORE DISAPPEARING BEHIND THE TREES. THE WRECKAGE WAS FOUND IN THE INVERTED POSITION. AN FAA AVIATION SAFETY INSPECTOR REPORTED THAT NO ANOMALIES WERE NOTED.

## 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 aircraft control while conducting aerobatic maneuvers. The pilot's overconfidence in his ability was a factor.

## Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: MANEUVERING

### Findings

1. (C) AEROBATICS - INTENTIONAL - PILOT IN COMMAND

2. (F) OVERCONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

## Factual Information

On September 30, 1994, at 1240 eastern daylight time, N39RH, a Christen Eagle II, owned and operated by Robert N. Henderson of Richmond Heights, Ohio, crashed in Leroy Township, Ohio. Visual meteorological conditions prevailed and a flight plan was not filed. The certificated commercial pilot and passenger were fatally injured. The airplane was destroyed. The local, personal flight was operated under 14 CFR 91 and originated at Lost Nation Airport, Ohio.

According to an FAA Aviation Safety Inspector, the pilot and his passenger were attired with parachutes in the airplane for some aerobatic maneuvers. There were several witness who saw and heard the airplane while it was performing aerobatic maneuvers. One of the witnesses who is a pilot reported that he saw the airplane complete several stall/spins successfully. He stated that he saw the airplane in a flat spin and that the engine was operating before it disappeared behind the trees. The airplane struck the ground inverted.

According to the FAA Inspector who examined the wreckage at the accident site no anomalies were noted.

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	72, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Rear
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	August 17, 1992
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	2200 hours (Total, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	HENDERSON	<b>Registration:</b>	N39RH
<b>Model/Series:</b>	CHRISTEN EAGLE II CHRISTEN E	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>	Experimental (Special)	<b>Serial Number:</b>	C EAGLE II
<b>Landing Gear Type:</b>	Tailwheel	<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>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	AEIO-360-A10
<b>Registered Owner:</b>	ROBERT N HENDERSON	<b>Rated Power:</b>	200 Horsepower
<b>Operator:</b>	ROBERT N HENDERSON	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	LNN ,626 ft msl	<b>Distance from Accident Site:</b>	10 Nautical Miles
<b>Observation Time:</b>	11:45 Local	<b>Direction from Accident Site:</b>	210°
<b>Lowest Cloud Condition:</b>	Scattered / 25000 ft AGL	<b>Visibility</b>	20 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	10 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	270°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	18°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	WILLOUGHBY (LNN)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	00:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

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

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Fatal	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>	1 Fatal	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 Fatal	<b>Latitude, Longitude:</b>	41.719818,-81.239219(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Johnson, Beverley
<b>Additional Participating Persons:</b>	TIM LETT; CLEVELAND , OH
<b>Original Publish Date:</b>	May 16, 1995
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=8980">https://data.ntsb.gov/Docket?ProjectID=8980</a>

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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](#).