



Aviation Investigation Final Report

Location:	PAINESVILLE, Ohio	Accident Number:	BF094LA161
Date & Time:	September 30, 1994, 12:40 Local	Registration:	N39RH
Aircraft:	HENDERSON CHRISTEN EAGLE II	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal
Flight Conducted Under:	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

Certificate:	Commercial	Age:	72, Male
Airplane Rating(s):	Single-engine land; Multi-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--no waivers/lim.	Last FAA Medical Exam:	August 17, 1992
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	2200 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	HENDERSON	Registration:	N39RH
Model/Series:	CHRISTEN EAGLE II CHRISTEN E	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	C EAGLE II
Landing Gear Type:	Tailwheel	Seats:	
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	AEIO-360-A10
Registered Owner:	ROBERT N HENDERSON	Rated Power:	200 Horsepower
Operator:	ROBERT N HENDERSON	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:	LNN ,626 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	11:45 Local	Direction from Accident Site:	210°
Lowest Cloud Condition:	Scattered / 25000 ft AGL	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	WILLOUGHBY , OH (LNN)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

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

Wreckage and Impact Information

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

Administrative Information

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

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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](#).