



# Aviation Investigation Final Report

<b>Location:</b>	Plain City, Ohio	<b>Accident Number:</b>	CEN16LA353
<b>Date &amp; Time:</b>	September 4, 2016, 18:40 Local	<b>Registration:</b>	N500PY
<b>Aircraft:</b>	Stanton DR-1	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of engine power (total)	<b>Injuries:</b>	1 Serious
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The private pilot reported that the experimental, amateur-built airplane inadvertently became airborne during a high-speed taxi test. Two witnesses said that the airplane was in level flight about 200 ft above ground level and heading toward a tree line when the engine lost power. The airplane abruptly nosed straight down, struck a backyard playground set and hickory trees, and impacted the ground. The airplane came to rest upright about 5 ft from the initial impact crater and about 1/2 mile from the departure end of the pilot's private runway. The engine was not examined, and the pilot did not respond to inquiries regarding the accident.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

A loss of engine power for reasons that could not be determined based on the available information.

## Findings

<b>Not determined</b>	(general) - Unknown/Not determined
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## Factual Information

### History of Flight

<b>Maneuvering-low-alt flying</b>	Loss of engine power (total) (Defining event)
<b>Uncontrolled descent</b>	Collision with terr/obj (non-CFIT)

On September 4, 2016, about 1940 eastern daylight time, a Stanton DR-1, an amateur-built replica of a Fokker Triplane, N500PY, was substantially damage when the engine lost power and collided with objects and terrain near Plain City, Ohio. The pilot was seriously injured. There were no ground injuries. The airplane was registered to and operated by the pilot under Title 14 *Code of Federal Regulations* Part 91 as a personal flight. Visual meteorological conditions prevailed, and no flight plan had been filed.

The pilot had been building the airplane for several years. For several months, he been conducting taxi tests in preparation for its maiden flight. He told a Federal Aviation Administration (FAA) inspector that the airplane inadvertently became airborne during his last high-speed taxi test.

Witnesses saw the airplane in level flight about 200 feet above ground level and headed towards a tree line when the engine lost power. The airplane abruptly nosed straight down, struck a backyard playground set and hickory trees, and impacted the ground.

FAA inspectors said the airplane came to rest upright about five feet from the initial impact crater and about one-half mile from the departure end of the pilot's private runway. There was a slight fuel leak but no fire. The inspectors were unable to determine why the engine lost power. The pilot did not respond to inquiries.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	53,Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Single
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	4-point
<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 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	July 15, 2016
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	(Estimated)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Stanton	<b>Registration:</b>	N500PY
<b>Model/Series:</b>	DR-1	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	2015	<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>	Experimental (Special)	<b>Serial Number:</b>	02272007
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	1
<b>Date/Type of Last Inspection:</b>	December 1, 2015 Condition	<b>Certified Max Gross Wt.:</b>	1291 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	0 Hrs at time of accident	<b>Engine Manufacturer:</b>	Subaru
<b>ELT:</b>		<b>Engine Model/Series:</b>	EA 81
<b>Registered Owner:</b>		<b>Rated Power:</b>	73 Horsepower
<b>Operator:</b>	On file	<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>	OSU,905 ft msl	<b>Distance from Accident Site:</b>	10 Nautical Miles
<b>Observation Time:</b>	18:53 Local	<b>Direction from Accident Site:</b>	117°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	6 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	110°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.19 inches Hg	<b>Temperature/Dew Point:</b>	27°C / 13°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Plain City, OH (None)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Plain City, OH (None)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	19:40 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	Stanton NONE	<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>	1012 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	14	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3300 ft / 100 ft	<b>VFR Approach/Landing:</b>	Forced landing

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Serious	<b>Latitude, Longitude:</b>	40.153888,-83.274444(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Latson, Thomas
<b>Additional Participating Persons:</b>	Thomas Sheckler; FAA Columbus FSDO; Columbus, OH Paul D Gillenwater; FAA Columbus FSDO; Columbus, OH Michael Wiesnebach; FAA Columbus FSDO; Columbus, OH
<b>Original Publish Date:</b>	November 15, 2018
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=93951">https://data.nts.gov/Docket?ProjectID=93951</a>

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).