



Aviation Investigation Final Report

Location:	Arnaudville, Louisiana	Accident Number:	CEN23LA331
Date & Time:	June 24, 2023, 20:00 Local	Registration:	N1836E
Aircraft:	DAVID BROWN/U BALLDIN/T MORGAN ZENITH STOL CH701	Aircraft Damage:	Substantial
Defining Event:	Aerodynamic stall/spin	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The non-certificated pilot reported that he was flying low and slow over a field looking for a model airplane that he had lost the day before. He was returning to his private airstrip, flying low and slow over trees, when the airplane stalled. Before he could recover from the aerodynamic stall the landing gear contacted the trees, and the airplane fell to the ground. He reported that there were no preimpact mechanical problems with the airplane and that the accident was all pilot error. The airplane sustained substantial damage to both wings.

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 airspeed resulting in exceeding the airplane's critical angle of attack and an aerodynamic stall. The low altitude at which the flight was conducted contributed to the outcome.

Findings

Aircraft	Airspeed - Not attained/maintained
Aircraft	Angle of attack - Capability exceeded
Personnel issues	Aircraft control - Pilot
Aircraft	Altitude - Capability exceeded

Factual Information

History of Flight

Maneuvering-low-alt flying	Aerodynamic stall/spin (Defining event)
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Pilot Information

Certificate:	None	Age:	65,Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	None	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1000 hours (Total, all aircraft), 150 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	DAVID BROWN/U BALLDIN/T MORGAN	Registration:	N1836E
Model/Series:	ZENITH STOL CH701	Aircraft Category:	Airplane
Year of Manufacture:	2015	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	7-5983
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	JABIRU
ELT:	Installed, not activated	Engine Model/Series:	2200A
Registered Owner:	On file	Rated Power:	85 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:	KOPL,76 ft msl	Distance from Accident Site:	13 Nautical Miles
Observation Time:	19:55 Local	Direction from Accident Site:	318°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.95 inches Hg	Temperature/Dew Point:	31°C / 25°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Arnaudville, LA	Type of Flight Plan Filed:	None
Destination:	Arnaudville, LA	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	30.3977,-91.9315(est)

Administrative Information

Investigator In Charge (IIC):	Brannen, John
Additional Participating Persons:	Keith Kibodeaux; FAA BTR FSDO; Baton rouge, LA
Original Publish Date:	November 9, 2023
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=192731

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](#).