

 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: DFW05LA041		Aircraft Registration Number: N992RS	
		Occurrence Date: 12/19/2004		Most Critical Injury: Serious	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place Texas City		State TX	Zip Code 77590	Local Time 1242	Time Zone CST
Airport Proximity: Off Airport/Airstrip		Distance From Landing Facility:		Direction From Airport:	
Aircraft Information Summary					
Aircraft Manufacturer American Champion Aircraft		Model/Series 8KCAB		Type of Aircraft Airplane	
Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>On December 19, 2004, approximately 1242 central standard time, an American Champion Aircraft 8KCAB single-engine aerobatic airplane, N992RS, was substantially damaged during an in-flight collision with terrain while maneuvering near Texas City, Texas. The private pilot and passenger were seriously injured. The airplane was registered to DE Aviation Inc., of La Porte, Texas, and operated by Harvey and Rihn Aviation, of La Porte, Texas. Visual meteorological conditions prevailed and a flight plan was not filed for the 14 Code of Federal Regulations (CFR) Part 91 personal flight. The local flight originated from the La Porte Municipal Airport (T41), near La Porte, Texas, approximately 1215.</p> <p>A witness, located adjacent to the accident site, reported in a written statement that he observed the airplane "flying upside down" approximately 50 feet above ground level for a distance of approximately 250 yards. As the pilot was rolling the airplane upright, one of the wings struck the ground. The witness added that he did not hear any abnormal sounds from the engine.</p> <p>The pilot held a private pilot certificate with airplane single-engine land, airplane single-engine sea, glider, and instrument airplane ratings. The pilot's most recent second-class medical certificate was issued on November 6, 2001, with a limitation stating "Must Wear Corrective Lenses." At the time of his most recent medical application, the pilot reported that he had accumulated a total of 370-hours of flight time.</p> <p>Examination of the airplane, by an Federal Aviation Administration (FAA) inspector, who responded to the accident site, revealed that both wings and the cabin roof area were separated from the airframe. Both wings were also wrinkled throughout their respective span. All flight controls were observed within the wreckage distribution area. The fuselage area forward of the empennage was crushed aft. The propeller hub and blades were separated from the engine and were located next to the main wreckage.</p> <p>On March 25, 2005, at the facilities of Air Salvage of Dallas, near Lancaster, Texas, the wreckage was examined by a representative from the NTSB. Flight control continuity was established aft to the empennage from the forward and aft control columns. Control cable continuity for the right wing was established from the aileron to the wing root attach point and from the right wing attach point on the fuselage to the forward and aft control columns. The aileron control cables for the right wing were cut at the wing attach point by aircraft recovery personnel to facilitate recovery of the wreckage. Control cable continuity from the cockpit to the left wing could not be established. Both control cables to the left wing were separated adjacent to the fuselage attach point. Both cables displayed "broom straw" fraying consistent with overload. However, the opposite ends of the control cable remained attached to their respective attach points.</p>					
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Landing Facility/Approach Information					
Airport Name	Airport ID:	Airport Elevation Ft. MSL	Runway Used NA	Runway Length	Runway Width
Runway Surface Type: Unknown					
Runway Surface Condition: Unknown					
Type Instrument Approach: Unknown					
VFR Approach/Landing: Unknown					
Aircraft Information					
Aircraft Manufacturer American Champion Aircraft		Model/Series 8KCAB		Serial Number 685-92	
Airworthiness Certificate(s): Acrobatic; Normal					
Landing Gear Type: Tailwheel					
Homebuilt Aircraft? No	Number of Seats: 2	Certified Max Gross Wt.	1800 LBS	Number of Engines: 1	
Engine Type: Reciprocating	Engine Manufacturer: Lycoming	Model/Series: AEIO-360-H1A	Rated Power: 180 HP		
- Aircraft Inspection Information					
Type of Last Inspection Annual	Date of Last Inspection 11/2004	Time Since Last Inspection 15.4 Hours	Airframe Total Time 4754.8 Hours		
- Emergency Locator Transmitter (ELT) Information					
ELT Installed? Yes	ELT Operated? Yes	ELT Aided in Locating Accident Site? No			
Owner/Operator Information					
Registered Aircraft Owner DE Aviation Inc.		Street Address 101 Airport Blvd			
		City La Porte	State TX	Zip Code 77571	
Operator of Aircraft Harvey and Rihn Aviation		Street Address Same as Reg'd Aircraft Owner			
		City	State	Zip Code	
Operator Does Business As:			Operator Designator Code:		
- Type of U.S. Certificate(s) Held: None					
Air Carrier Operating Certificate(s):					
Operating Certificate:			Operator Certificate:		
Regulation Flight Conducted Under: Part 91: General Aviation					
Type of Flight Operation Conducted: Personal					
FACTUAL REPORT - AVIATION					

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First Pilot Information

Name On File	City On File	State On File	Date of Birth On File	Age 30
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Sex: M	Seat Occupied: Front	Principal Profession: Unknown	Certificate Number: On File
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Certificate(s): Private

Airplane Rating(s): Single-engine Land; Single-engine Sea

Rotorcraft/Glider/LTA: Glider

Instrument Rating(s): Airplane

Instructor Rating(s): None

Type Rating/Endorsement for Accident/Incident Aircraft? Yes	Current Biennial Flight Review? 08/2004
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Medical Cert.: Class 2	Medical Cert. Status: Valid Medical--w/ waivers/lim.	Date of Last Medical Exam: 11/2001
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- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air
						Actual	Simulated			
Total Time	370									
Pilot In Command(PIC)										
Instructor										
Last 90 Days										
Last 30 Days										
Last 24 Hours										

Seatbelt Used? Yes	Shoulder Harness Used? Yes	Toxicology Performed? No	Second Pilot? No
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Flight Plan/Itinerary

Type of Flight Plan Filed: None

Departure Point La Porte	State TX	Airport Identifier T41	Departure Time 1215	Time Zone CST
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Destination Local Flight	State	Airport Identifier	
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Type of Clearance: None

Type of Airspace: Class G

Weather Information

Source of Briefing: Unknown


Method of Briefing: Unknown

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Weather Information					
WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
GLS	1252	CDT	6 Ft. MSL	13 NM	160 Deg. Mag.
Sky/Lowest Cloud Condition: Clear			Ft. AGL	Condition of Light: Day	
Lowest Ceiling: None		Ft. AGL	Visibility: 10	SM	Altimeter: 30.36 "Hg
Temperature: 17 °C	Dew Point: 1 °C	Wind Direction: 350		Density Altitude: Ft.	
Wind Speed: 9	Gusts:	Weather Conditions at Accident Site: Visual Conditions			
Visibility (RVR): Ft.	Visibility (RVV)	SM	Intensity of Precipitation:		
Restrictions to Visibility: None					
Type of Precipitation: None					

Accident Information		
Aircraft Damage: Substantial	Aircraft Fire: None	Aircraft Explosion: None

Classification: U.S. Registered/U.S. Soil					
- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot		1			1
Second Pilot					
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants					
Other Crew					
Passengers		1			1
- TOTAL ABOARD -		2			2
Other Ground					
- GRAND TOTAL -		2			2

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Administrative Information

Investigator-In-Charge (IIC)
Frank McGill

Additional Persons Participating in This Accident/Incident Investigation:

Richard H Law
Aviation Safety Inspector
Federal Aviation Administration
12000 Aerospace Ave. Ste 400
Houston, TX 77034