



Aviation Investigation Factual Report

Location:	ALBERT LEA, Minnesota	Accident Number:	CHI94LA243
Date & Time:	July 23, 1994, 15:30 Local	Registration:	N869M
Aircraft:	INMAN 1	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Factual Information

On July 23, 1994, at 1530 central daylight time, an Acro Sport, N869M, sustained substantial damage when it made a hard landing after losing engine power immediately after taking off from Albert Lea Municipal Airport, Albert Lea, Minnesota. The private pilot, who was participating in an acrobatic competition at the time of the accident, received serious injuries. The 14 CFR Part 91 flight operated in visual meteorological conditions.

According to one witness, N869M departed runway 34 (4501' x 100') and leveled off approximately 150 feet above the ground and 1200 feet down the runway. At the same time that the airplane leveled off, the witness states he heard a reduction in engine power. When the airplane reached the end of runway 34, he observed the airplane make a steep to medium bank to the left. The witness did not see the airplane impact the ground, but does state that he did not hear any backfiring. The airplane was at reduced power, and stayed at the same RPM the entire time that he was able to hear the engine.

A second witness first noticed the airplane shortly after takeoff, level at approximately 150 feet above the ground and operating at reduced power. The witness states that the pilot had approximately 2600 feet of runway remaining at the time when he leveled off. He states there was no indication of a rough running engine or any visible smoke. The witness states he expected the airplane to land on the remaining runway, but the airplane continued. He then states that the pilot initiated a left turn while maintaining altitude. At the conclusion of the turn, at approximately 75 feet above the ground, the witness observed the airplane's nose pitch down slightly, the sink rate increased dramatically, and the right wing dropped slightly. The aircraft impacted the ground in a 15 degrees nose down attitude. The witness states there was no change in engine sound throughout the occurrence.

A postaccident inspection of the engine revealed the number three fuel injector was plugged with a small amount of an unidentified matter.

Pilot Information

Certificate:	Private	Age:	46,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Center
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 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	October 18, 1993
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	808 hours (Total, all aircraft), 500 hours (Total, this make and model), 742 hours (Pilot In Command, all aircraft), 34 hours (Last 90 days, all aircraft), 18 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	INMAN	Registration:	N869M
Model/Series:	ACRO SPORT 1 ACRO SPORT	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	357
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	May 31, 1994 Annual	Certified Max Gross Wt.:	900 lbs
Time Since Last Inspection:	35 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	740 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	IO-360-A1A
Registered Owner:	JOHN C. WILLKOMM	Rated Power:	180 Horsepower
Operator:	JOHN C. WILLKOMM	Operating Certificate(s) Held:	
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:	AEL ,1256 ft msl	Distance from Accident Site:	
Observation Time:	15:15 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 2900 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 6500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	10 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	27°C / 21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	15:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	ALBERT LEE MUNICIPAL AEL	Runway Surface Type:	Asphalt
Airport Elevation:	1256 ft msl	Runway Surface Condition:	
Runway Used:	34	IFR Approach:	
Runway Length/Width:	4501 ft / 100 ft	VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	43.650299,-93.35968(est)

Administrative Information

Investigator In Charge (IIC):	Corsones, Christine
Additional Participating Persons:	LEWIS C GONZALES, JR.; MINNEAPOLIS , MN
Report Date:	October 26, 1994
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=9607

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