



Aviation Investigation Final Report

Location:	OREGON, Wisconsin	Accident Number:	CHI98LA227
Date & Time:	June 28, 1998, 14:30 Local	Registration:	N92997
Aircraft:	Commonwealth 185	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The FAA inspector stated that the aircraft lost power soon after takeoff from the private airstrip. Post accident investigation showed that the aircraft was using auto-gas. There was no Supplemental Type Certificate (STC) found to be issued by the FAA for the use of auto-gas for the aircraft in question. Approximately 1/4 cup of oil was drained from the number two cylinder. The lower spark plug of the number two cylinder was oil fouled. The number one cylinder upper spark plug lead fell apart when removed from the cylinder. The right magneto did not produce a spark when a functional test was conducted. The pilot had stated that on the day of the accident he had noticed that the carburetor of his aircraft was running 'Over.' The pilot stated that he readjusted the carburetor to specifications. The most recent annual inspection was completed on October 10, 1996. The last 90-day student solo sign off was in October of 1997. According to the pilot's written statement there was no record of flying for at least 90 days prior to the date of the accident.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the improper adjustment of the carburetor by an unqualified person. Factors to the accident were the annual inspection not being complied with and the lack of recent experience of the pilot.

Findings

Occurrence #1: LOSS OF ENGINE POWER

Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) FUEL SYSTEM,CARBURETOR
2. (C) MAINTENANCE,ADJUSTMENT - IMPROPER - UNQUALIFIED PERSON
3. (F) MAINTENANCE,ANNUAL INSPECTION - NOT COMPLIED WITH - PILOT IN COMMAND
4. (F) LACK OF RECENT EXPERIENCE - PILOT IN COMMAND

Occurrence #2: FORCED LANDING

Phase of Operation: EMERGENCY DESCENT/LANDING

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: EMERGENCY DESCENT/LANDING

Factual Information

On June 28, 1998, at 1430 central daylight time, a Commonwealth 185, NC92997, piloted by a student pilot, sustained substantial damage when it impacted the terrain during a forced landing following a loss of engine power during takeoff from runway 36 (2000' x 30', wet, grass) at a private airstrip near Oregon, Wisconsin. Visual meteorological conditions prevailed at the time of the accident. The 14 CFR Part 91 personal flight was not operating on a flight plan. The pilot reported minor injuries. The local flight was originating at the time of the accident.

In a Federal Aviation Administration (FAA) inspector's statement, the inspector stated that he had interviewed the pilot, subsequent to the accident, and the pilot stated that he had no recollection of the events surrounding the accident. The pilot had sustained, as a result of the accident, a closed head trauma just above his right eye and bridge of nose.

The FAA inspector stated, in his written statement, that the aircraft's engine lost power soon after takeoff from the private airstrip. The inspector stated that the aircraft was found 300 yards from the end of the airstrip.

Post accident investigation showed that the aircraft was using auto-gas. There was no Supplemental Type Certificate (STC) found to be issued by the FAA for the use of auto-gas in the above stated aircraft. Approximately 1/4 cup of oil was drained from the number two cylinder. The lower spark plug of the number two cylinder was oil fouled. The number one cylinder upper spark plug lead fell apart when removed from the cylinder. The right magneto did not produce a spark when a functional test was conducted. In a statement to a Dane County Sheriff's Office deputy, the pilot stated that on the day of the accident he had noticed that the carburetor of his aircraft was running "Over." The pilot stated that he readjusted the carburetor to specifications. According to a FAA inspector statement, the most recent annual inspection was completed on October 10, 1996.

The FAA inspector stated in a phone conversation, with the investigator-in-charge (IIC), that the last 90-day student solo sign off was in October of 1997. According to the pilot's written statement there was no record of flying for at least 90 days prior to the date of the accident.

Pilot Information

Certificate:	Student	Age:	66, 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:	No
Medical Certification:	Class 3 Valid Medical—no waivers/lim.	Last FAA Medical Exam:	October 1, 1997
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	38 hours (Total, all aircraft), 38 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Commonwealth	Registration:	N92997
Model/Series:	185 185	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	1731
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	October 1, 1996 Annual	Certified Max Gross Wt.:	1106 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	C85
Registered Owner:	LOUIS E. SPINK	Rated Power:	85 Horsepower
Operator:		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:	MSN ,862 ft msl	Distance from Accident Site:	15 Nautical Miles
Observation Time:	13:53 Local	Direction from Accident Site:	150°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	27°C / 19°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(PVT)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	14:28 Local	Type of Airspace:	Class G

Airport Information

Airport:	PVT	Runway Surface Type:	Grass/turf
Airport Elevation:	860 ft msl	Runway Surface Condition:	Wet
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	2000 ft / 30 ft	VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	42.91904,-89.380958(est)

Administrative Information

Investigator In Charge (IIC):	Wilson, Stephen
Additional Participating Persons:	RAY YANK; MILWAUKEE , WI
Original Publish Date:	February 15, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=10941

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](#).