



# Aviation Investigation Preliminary Report

<b>Location:</b>	Sextonville, WI	<b>Accident Number:</b>	CEN24LA119
<b>Date &amp; Time:</b>	February 22, 2024, 18:02 Local	<b>Registration:</b>	N750WW
<b>Aircraft:</b>	Zenith STOL CH750	<b>Injuries:</b>	1 Serious
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

On February 22, 2024, at 1802 central standard time, a Zenith STOL CH750, N750WW, was substantially damaged when it was involved in an accident near Sextonville, Wisconsin. The pilot sustained serious injuries. The airplane was operated as a Title 14 *Code of Federal Regulations* part 91 personal flight.

A witness in the area reported seeing the airplane as it was departing Richland Airport (93C), Richland Center, Wisconsin. The witness reported that the airplane was flying about 60 ft above ground level (agl) and climbed to about 100 ft agl followed by a descending, shallow left turn. The witness did not hear any engine noise and thought that the propeller was not spinning. The witness noted that the airplane was traveling very slow and then dropped straight down. At 1802, the witness made a 911 call and rendered aid to the pilot. An odor of fuel was evident at the accident site.

According to the pilot, he intended to remain in the traffic pattern, however, he has no memory of the accident flight.

Postaccident examination of the airplane revealed both wings and the fuselage sustained substantial damage during the accident sequence. Examination of the two-blade propeller revealed that one blade remained attached to the propeller hub and the other blade was broken at the propeller hub and located near the wreckage. Both blades were mostly intact and did not exhibit rotational scoring, leading edge damage, or chordwise scratches.

The airplane was equipped with an automotive engine that had been modified for use in the airplane. There were two independent ignition systems that functioned properly when external power was applied to the electrical system. Examination of the engine found no anomalies that would have precluded normal operation.

Components of the electrical system and electronic flight instruments, capable of recording non-volatile memory, were retained for further examination.

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Zenith	<b>Registration:</b>	N750WW
<b>Model/Series:</b>	STOL CH750	<b>Aircraft Category:</b>	Airplane
<b>Amateur Built:</b>	Yes		
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Designator Code:</b>			

### Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	VMC	<b>Condition of Light:</b>	Dusk
<b>Observation Facility, Elevation:</b>	KLNR,715 ft msl	<b>Observation Time:</b>	17:56 Local
<b>Distance from Accident Site:</b>	7 Nautical Miles	<b>Temperature/Dew Point:</b>	13°C /1°C
<b>Lowest Cloud Condition:</b>		<b>Wind Speed/Gusts, Direction:</b>	8 knots / , 300°
<b>Lowest Ceiling:</b>	Broken / 6500 ft AGL	<b>Visibility:</b>	10 miles
<b>Altimeter Setting:</b>	29.66 inches Hg	<b>Type of Flight Plan Filed:</b>	
<b>Departure Point:</b>	Sextonville, WI	<b>Destination:</b>	Sextonville, WI

### Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<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>	43.2983,-90.3023

### Administrative Information

<b>Investigator In Charge (IIC):</b>	Rutt, Brian
<b>Additional Participating Persons:</b>	Nicholas Holmes; FAA - Milwaukee FSDO
<b>Investigation Class:</b>	<a href="#">Class 3</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.