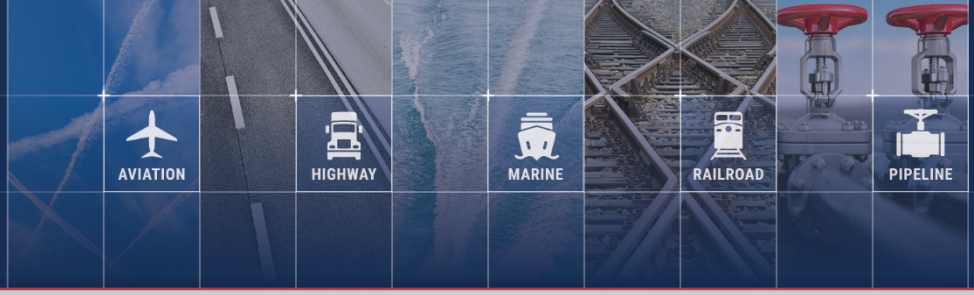

Aviation Investigation Final Report

Location:	OSCEOLA, Wisconsin	**Accident Number:**	CHI99LA316
Date & Time:	August 28, 1999, 18:30 Local	**Registration:**	N6592Y
Aircraft:	Piper PA-23-250	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot said it took 2 hours to start the right engine, and during takeoff the right engine lost power. A witness saw the pilot and the airplane on the ramp before the accident. The witness stated that the pilot said the starter was inoperative for the right engine and it would not start the right engine. The witness saw the accident airplane going down runway 10 with the right engine not running. He had a clear view of the first 700 feet of runway 10 and that the right engine's propeller blades were 'stationary' at the '4 and 10 o'clock positions.' He said that the airplane's left engine 'revved' for takeoff and the airplane rolled down the runway. He said that the airplane moved to the right side of the runway during the takeoff roll, that he noticed the airplane's power was reduced, that the airplane was realigned with the runway's centerline, and that the left engine 'revved' up again. Examination of the accident scene revealed three trails were found in the terrain past the paved departure end of the runway leading up to a telephone switching box and a berm.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's improper preflight decision to attempt a takeoff with one engine inoperative.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: TAKEOFF - ROLL/RUN

Findings
1. 1 ENGINE - NOT ACTIVATED
2. (C) PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: TAKEOFF - ROLL/RUN

Findings
3. TERRAIN CONDITION - OTHER
4. TERRAIN CONDITION - BERM

Factual Information

On August 28, 1999, at 1830 central daylight time, a Piper PA-23-250, N6592Y, piloted by a commercial rated pilot, sustained substantial damage on impact with objects and terrain during a takeoff from runway 10 (3,862 feet X 75 feet, dry/asphalt) at L. O. Simenstad Municipal Airport, Osceola, Wisconsin. The pilot reported no injuries. Visual meteorological conditions prevailed during the 14 CFR Part 91 flight. The personal flight was not operating on a flight plan. The flight was originating at the time of the accident with an intended destination of Lake Elmo Airport, St Paul, Minnesota.

In his written statement, the pilot said that he tried for 2 hours to start the right engine. He stated that he hand propped the right engine, the engine started, the engine "ops ck'd normal", and he taxied the airplane to runway 10. He said he did a rolling take off on runway 10 and rotated at 80 knots. The pilot stated that at approximately 90 mph, the right engine started to lose power and that he tried to land on the remaining runway. The pilot said that he reduced power on both engines to idle. He stated the right engine stopped. He said that there was not enough runway to try to land on and that he executed a go around on the left engine at full power. He said that he "descended to about five feet in ground" [effect] and contacted a telephone switching box past the departure end of runway 10. The pilot said that after the contact with the telephone switching box, he was unable to continue the climb and "set the airplane down in a cornfield." He said that the gear was sheared off, the left stabilizer was damaged, the wings were bent, and the fuselage was wrinkled during the contact with objects and terrain.

A witness said that he saw the pilot and the airplane on the ramp before the accident. The witness states that the pilot said the starter was inoperative for the right engine and the starter would not start the right engine. He said that he saw the accident airplane going down runway 10 with the right engine not running. The witness said that he had a clear view of the first 700 feet of runway 10 and that the right engine's propeller blades were "stationary" at the "4 and 10 o'clock positions" during this beginning part of the takeoff roll. He said that the airplane's left engine "revved" for takeoff and the airplane rolled down the runway. He said that the airplane moved to the right side of the runway during the takeoff roll, that he noticed the airplane's power was reduced, that the airplane was realigned with the runway's centerline, and that the left engine "revved" up again.

Three trails were found in the terrain past the paved departure end of the runway leading up to a telephone switching box and a berm. Fence poles, located between the telephone switching box and the point the airplane came to rest, were found bent in the direction the airplane traveled. The attached fencing material was found laying on the ground also in that direction.

Pilot Information

Certificate:	Commercial; Flight engineer; Flight instructor	**Age:**	40,Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	**Seat Occupied:**	Left
Other Aircraft Rating(s):	None	**Restraint Used:**	
Instrument Rating(s):	Airplane	**Second Pilot Present:**	No
Instructor Rating(s):	Airplane single-engine; Instrument airplane	**Toxicology Performed:**	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	**Last FAA Medical Exam:**	January 29, 1999
Occupational Pilot:	Yes	**Last Flight Review or Equivalent:**	
Flight Time:	3250 hours (Total, all aircraft), 500 hours (Total, this make and model), 3200 hours (Pilot In Command, all aircraft), 69 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	**Registration:**	N6592Y
Model/Series:	PA-23-250 PA-23-250	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	27-4389
Landing Gear Type:	Retractable - Tricycle	**Seats:**	6
Date/Type of Last Inspection:	September 15, 1998 Annual	**Certified Max Gross Wt.:**	5200 lbs
Time Since Last Inspection:	10 Hrs	**Engines:**	2 Reciprocating
Airframe Total Time:	4185 Hrs	**Engine Manufacturer:**	Lycoming
ELT:	Installed, not activated	**Engine Model/Series:**	IO-540-C4B5
Registered Owner:	JOHN JAMES WATTS	**Rated Power:**	250 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:	MSP ,841 ft msl	**Distance from Accident Site:**	34 Nautical Miles
Observation Time:	18:53 Local	**Direction from Accident Site:**	221°
Lowest Cloud Condition:	Unknown	**Visibility**	10 miles
Lowest Ceiling:	Broken / 25000 ft AGL	**Visibility (RVR):**	
Wind Speed/Gusts:	5 knots /	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	30°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	30 inches Hg	**Temperature/Dew Point:**	26°C / 12°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	, WI (OEO)	**Type of Flight Plan Filed:**	None
Destination:	ST PAUL , MN (21D)	**Type of Clearance:**	None
Departure Time:	18:30 Local	**Type of Airspace:**	Class G

Airport Information

Airport:	L. O. SIMENSTAD MINICIPAL OEO	**Runway Surface Type:**	Asphalt
Airport Elevation:	903 ft msl	**Runway Surface Condition:**	Dry
Runway Used:	6	**IFR Approach:**	None
Runway Length/Width:	3862 ft / 75 ft	**VFR Approach/Landing:**	None

Wreckage and Impact Information

Crew Injuries:	1 None	**Aircraft Damage:**	Substantial
Passenger Injuries:		**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	1 None	**Latitude, Longitude:**	45.309032,-92.689392(est)

Administrative Information

Investigator In Charge (IIC):	Malinowski, Edward
Additional Participating Persons:	JOHN VERGENZ; MINNEAPOLIS , MN
Original Publish Date:	June 21, 2000
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=47245