



Aviation Investigation Final Report

Location:	Hillman, Minnesota	Accident Number:	CHI02LA030
Date & Time:	November 10, 2001, 10:30 Local	Registration:	N3761X
Aircraft:	Aero Commander 100	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The airplane was damaged when it impacted the ground after takeoff from a private airstrip. In a written statement, the pilot said that the wind was light and from the northwest. He said that he elected to takeoff downwind due to obstructions north of the airstrip. He said that the airplane became airborne and flew to an altitude of about 30 to 50 feet above ground level when the airplane, "...suddenly banked hard to right. Pilot tried to correct with full left yoke deflection and slightly nose down elevator. Right wing contacted [the] ground...." A weather reporting station located about 26 miles and 200 degrees from the accident site recorded the wind as 9 knots from 340 degrees at 1053. A postaccident examination of the airplane revealed no anomalies that could be associated with a pre-impact condition.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The inadvertent stall by the pilot. Factors were the tailwind, and the improper decision of the pilot to takeoff with a tailwind.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF

Findings

1. (F) WEATHER CONDITION - TAILWIND

2. (C) STALL - INADVERTENT - PILOT IN COMMAND
3. (F) PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: TAKEOFF

Factual Information

On November 10, 2001, at 1030 central standard time, an Aero Commander 100, N3761X, piloted by a private pilot, was substantially damaged when it impacted the ground after takeoff from a private airstrip near Hillman, Minnesota. The north-south oriented turf runway is about 2,200 feet long and 75 feet wide, and the takeoff was made to the south. The 14 CFR Part 91 personal flight was operating in visual meteorological conditions and was not on a flight plan. The pilot and his two passengers received minor injuries. The local flight was originating at the time of the accident.

In a written statement, the pilot said that the wind was light and from the northwest. He said that he elected to takeoff downwind due to obstructions north of the airstrip. He said that the airplane became airborne and flew to an altitude of about 30 to 50 feet above ground level when the airplane, "...suddenly banked hard to right. Pilot tried to correct with full left yoke deflection and slightly nose down elevator. Right wing contacted [the] ground...."

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Pilot Information

Certificate:	Private	Age:	31, Male
Airplane Rating(s):	Single-engine land	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-w/ waivers/lim	Last FAA Medical Exam:	May 31, 2001
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	May 28, 1998
Flight Time:	111 hours (Total, all aircraft), 57 hours (Total, this make and model), 95 hours (Pilot In Command, all aircraft), 4 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Aero Commander	Registration:	N3761X
Model/Series:	100	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	251
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	November 3, 2001 Annual	Certified Max Gross Wt.:	2250 lbs
Time Since Last Inspection:	24.5 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3763 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-320-A2B
Registered Owner:	Lloyd S. Rinkel	Rated Power:	150 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	STC,1024 ft msl	Distance from Accident Site:	26 Nautical Miles
Observation Time:	10:53 Local	Direction from Accident Site:	200°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	340°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.2 inches Hg	Temperature/Dew Point:	9°C / 1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Hillman, MN (PVT)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	10:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	Private Airstrip	Runway Surface Type:	Grass/turf
Airport Elevation:	1000 ft msl	Runway Surface Condition:	Dry
Runway Used:	180	IFR Approach:	None
Runway Length/Width:	2200 ft / 75 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	2 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 Minor	Latitude, Longitude:	46.000053,-93.879455(est)

Administrative Information

Investigator In Charge (IIC):	Brannen, John
Additional Participating Persons:	Dennis E Crawford; FAA- Minneapolis, Minnesota FSDO; Minneapolis, MN
Original Publish Date:	February 5, 2002
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=53830

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