



Aviation Investigation Final Report

Location:	New Hudson, Michigan	Accident Number:	CHI04CA259
Date & Time:	September 12, 2004, 15:00 Local	Registration:	N227PS
Aircraft:	Schroeder Wichawk	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The amateur-built experimental airplane sustained substantial damage when it veered off the left side of runway. The pilot reported that the airplane drifted left during takeoff roll and hit a VASI light.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot failed to maintain directional control during takeoff roll. A factor was the VASI light.

Findings

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

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
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Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

2. (F) OBJECT - VASI LIGHT/SYSTEM
3. TERRAIN CONDITION - GROUND

Factual Information

On September 12, 2004, at 1500 eastern daylight time, an amateur-built experimental Schroeder Wichawk, N227PS, sustained substantial damage when it veered off the left side of runway 7 (3,128 feet by 40 feet, asphalt) at the Oakland Southwest Airport (Y47), New Hudson, Michigan. The pilot was not injured. The 14 CFR Part 91 personal flight was departing on a local flight. Visual meteorological conditions prevailed. No flight plan was filed.

The pilot reported that the airplane drifted left during takeoff roll and it hit a VASI light.

Pilot Information

Certificate:	Private	Age:	77, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3	Last FAA Medical Exam:	July 28, 2004
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	400 hours (Total, all aircraft), 260 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Schroeder	Registration:	N227PS
Model/Series:	Wichawk	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	119
Landing Gear Type:	Tailwheel	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:		Engine Model/Series:	O-470
Registered Owner:	Paul Schroeder	Rated Power:	
Operator:	Paul Schroeder	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	New Hudson, MI (Y47)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	15:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	Oakland Southwest Airport Y47	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	7	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	1 None	Latitude, Longitude:	42.506583,-83.622927

Administrative Information

Investigator In Charge (IIC): Silliman, James

Additional Participating Persons:

Original Publish Date: December 3, 2004

Last Revision Date:

Investigation Class: [Class](#)

Note: This accident report documents the factual circumstances of this accident as described to the NTSB.

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=60267>

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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](#).