



Aviation Investigation Final Report

Location:	Gresham, Wisconsin	Accident Number:	CEN12CA598
Date & Time:	August 17, 2012, 15:30 Local	Registration:	N5642Q
Aircraft:	Mooney M20E	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

During takeoff from a 1,600-foot by 50-foot private grass airstrip, the airplane's right wing contacted tall field corn. The airplane entered the corn, yawed to the right, cartwheeled, and came to rest 180 degrees from the takeoff direction. The pilot reported no preimpact anomalies with the airplane. Both wings were bent and buckled.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain airplane control and clearance from field corn during takeoff.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	(general) - Not attained/maintained

Factual Information

History of Flight

Takeoff	Loss of control in flight (Defining event)
Takeoff	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Airline transport; Flight instructor	Age:	60, 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 1 With waivers/limitations	Last FAA Medical Exam:	September 1, 2011
Occupational Pilot:	No	Last Flight Review or Equivalent:	December 1, 2011
Flight Time:	28000 hours (Total, all aircraft), 300 hours (Total, this make and model), 13500 hours (Pilot In Command, all aircraft), 100 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Mooney	Registration:	N5642Q
Model/Series:	M20E	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Utility	Serial Number:	677
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	September 1, 2011 Annual	Certified Max Gross Wt.:	2575 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	4500 Hrs as of last inspection	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-360
Registered Owner:	ON FILE	Rated Power:	180 Horsepower
Operator:	ON FILE	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:	Clear	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	280°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Gresham, WI (PVT)	Type of Flight Plan Filed:	None
Destination:	Clintonville, WI (CLI)	Type of Clearance:	None
Departure Time:	15:30 Local	Type of Airspace:	

Airport Information

Airport:	Private PVT	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:		IFR Approach:	None
Runway Length/Width:		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:	44.852779,-88.788055(est)

Administrative Information

Investigator In Charge (IIC):	Sauer, Aaron
Additional Participating Persons:	Darrell McCullion; Federal Aviation Administration; Milwaukee, WI
Original Publish Date:	November 26, 2012
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=84915

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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](#).