



Aviation Investigation Final Report

Location:	WATERTOWN, Wisconsin	Accident Number:	CHI94DEP02
Date & Time:	March 5, 1994, 11:15 Local	Registration:	N754RG
Aircraft:	CORBY STARLET	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT WAS CONDUCTING THE FIRST FLIGHT IN THIS HOME BUILT AIRPLANE. HE STATED THAT HE 'PULLED BACK TOO FAR ON THE STICK, APPARENTLY STALLING THE RIGHT WING...' ON THE INITIAL TAKEOFF. THE AIRPLANE CONTACTED THE GROUND WITH THE RIGHT WING FIRST THEN CARTWHEELED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT-IN-COMMAND'S IMPROPER USE OF THE ELEVATOR AND HIS LACK OF FAMILIARITY WITH THE AIRCRAFT.

Findings

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

Findings

1. (C) ELEVATOR - IMPROPER USE OF - PILOT IN COMMAND
2. (C) LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
3. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

4. TERRAIN CONDITION - GROUND

Factual Information

HISTORY OF FLIGHT

March 5, 1994, about 1115 central standard time, a homebuilt Corby Starlet, N754RG, registered to and operated by Ronald J. Grosse of Cottage Grove, Wisconsin, sustained substantial damage when it impacted the terrain on takeoff from runway 23 at Watertown Municipal Airport, Watertown, Wisconsin. The solo pilot received no injuries. The personal 14 CFR Part 91 flight was being conducted in visual meteorological conditions. No flight plan was on file.

The accident flight was the first flight for the amateur built airplane and was the first flight in this type of airplane for the pilot-in-command. The pilot stated, "I pulled back too far on the stick, apparently stalling the right wing at 20 feet."

PERSONAL INFORMATION

The pilot-in-command held a private pilot certificate with a single engine land rating. He had accumulated 225 hours total time and 0 (Zero) in this model airplane. He held a third class medical certificate with the date of the last examination of August 21, 1992.

AIRCRAFT INFORMATION

The airplane a Corby Starlet, serial number 01, registration number N754RG, was amateur built, and was issued a special airworthiness certificate in the Experimental category on August 4, 1993.

WRECKAGE AND IMPACT INFORMATION

Ground impact scars indicate that initial impact was with the right wing tip and the airplane cartwheeled. The airplane ended up inverted. The wings broke off at the fuselage.

The pilot stated that there were no operational problems with the airplane.

The flight controls were intact and connected to the control system.

ADDITIONAL INFORMATION

The owner of the airplane retained possession of the wreckage and removed it from the accident site. The accident investigation was concluded on March 15, 1994.

Pilot Information

Certificate:	Private	Age:	39, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Center
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--no waivers/lim.	Last FAA Medical Exam:	August 21, 1992
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	225 hours (Total, all aircraft), 150 hours (Pilot In Command, all aircraft), 5 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CORBY STARLET	Registration:	N754RG
Model/Series:		Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	01
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	August 4, 1993 Unknown	Certified Max Gross Wt.:	750 lbs
Time Since Last Inspection:	0 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Volkswagen
ELT:	Not installed	Engine Model/Series:	1641
Registered Owner:	GROSSE, RONALD J.	Rated Power:	50 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:	GRB ,695 ft msl	Distance from Accident Site:	85 Nautical Miles
Observation Time:	10:45 Local	Direction from Accident Site:	15°
Lowest Cloud Condition:	Unknown	Visibility	12 miles
Lowest Ceiling:	Broken / 7000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	5°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:	(RYV)	Type of Clearance:	None
Departure Time:	11:15 Local	Type of Airspace:	Class G

Airport Information

Airport:	WATERTOWN MUNICIPAL RYV	Runway Surface Type:	Concrete
Airport Elevation:	833 ft msl	Runway Surface Condition:	Dry
Runway Used:	23	IFR Approach:	None
Runway Length/Width:	4200 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:	43.190891,-88.7201(est)

Administrative Information

Investigator In Charge (IIC): Hahn, Duane

Additional Participating Persons:

Original Publish Date: January 12, 1995

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=9345>

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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](#).