



Aviation Investigation Final Report

Location:	MONTELLO, Wisconsin	Accident Number:	CHI94LA158
Date & Time:	May 15, 1994, 17:30 Local	Registration:	N9462E
Aircraft:	AERONCA 11AC	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT USED RUNWAY 27 TO TAKE OFF FROM THE PRIVATE AIRSTRIP. THE LOCAL AREA WIND WAS 320 AT 20 KNOTS. THE PILOT STATED THE WIND BLEW HIM TO THE LEFT OF THE RUNWAY AFTER THE AIRPLANE BECAME AIRBORNE. THE TAILWHEEL CAUGHT ON A BARBED WIRE FENCE, AND THE AIRPLANE CARTWHEELED TO THE GROUND.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's inadequate compensation for the wind conditions. A factor related to the accident was the crosswind.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: TAKEOFF

Findings

1. OBJECT - FENCE
2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. (F) WEATHER CONDITION - CROSSWIND

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

Factual Information

On May 15, 1994, about 1730 central daylight time, an Aeronca 11AC, N9462E, sustained substantial damage when it struck a fence and crashed during takeoff from a private airstrip near Montello, Wisconsin. The private pilot, who was the sole occupant of the airplane, received minor injuries. No flight plan was filed for the personal flight, and visual meteorological conditions prevailed at the time.

The pilot stated he departed the airstrip using runway 27. After becoming airborne he said the wind pushed him to the left side of the runway, and the tail wheel caught a barbed wire fence. After hitting the fence the airplane struck the ground and cartwheeled. The reported wind in the area was from 320 degrees at 20 knots.

Pilot Information

Certificate:	Private	Age:	70, 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:	July 28, 1992
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	554 hours (Total, all aircraft), 160 hours (Total, this make and model), 2 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	AERONCA	Registration:	N9462E
Model/Series:	11AC 11AC	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	11AC-1100
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	May 25, 1993 Annual	Certified Max Gross Wt.:	1250 lbs
Time Since Last Inspection:	11 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:		Engine Model/Series:	A65
Registered Owner:	ALLAN C. TURNER	Rated Power:	65 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:	OSH ,808 ft msl	Distance from Accident Site:	38 Nautical Miles
Observation Time:	17:45 Local	Direction from Accident Site:	65°
Lowest Cloud Condition:	Unknown / 5000 ft AGL	Visibility	20 miles
Lowest Ceiling:	Broken / 5000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	20 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	320°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	18°C / 8°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:	WAUTOMA , WI (Y50)	Type of Clearance:	None
Departure Time:	17:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	PRIVATE NONE	Runway Surface Type:	Grass/turf
Airport Elevation:	860 ft msl	Runway Surface Condition:	
Runway Used:	27	IFR Approach:	
Runway Length/Width:	1200 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	43.789028,-89.330116(est)

Administrative Information

Investigator In Charge (IIC): Doub, Mark

Additional Participating Persons: CHESTER J CYBULSKI; MILWAUKEE , WI

Original Publish Date: January 25, 1995

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=9527>

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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](#).