



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	MENOMONEE FALLS, WI	<b>Accident Number:</b>	CHI95LA141
<b>Date &amp; Time:</b>	05/01/1995, 1214 CDT	<b>Registration:</b>	N2026
<b>Aircraft:</b>	SORREL SNS-4	<b>Injuries:</b>	2 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

DURING THE INITIAL CLIMB AFTER TAKEOFF, THE AIRPLANE STRUCK TRANSMISSION LINES AND THEN LANDED. WHILE LANDING THE AIRPLANE NOSED OVER AND CAME TO REST IN AN INVERTED POSITION.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's failure to maintain clearance with transmission wires. A factor in the accident was the transmission wires.

## Findings

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

### Findings

1. (F) OBJECT - WIRE, TRANSMISSION
2. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: NOSE OVER  
Phase of Operation: EMERGENCY LANDING

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	45
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	1301 hours (Total, all aircraft), 49 hours (Total, this make and model), 1169 hours (Pilot In Command, all aircraft), 12 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	SORREL	Registration:	N2026
Model/Series:	SNS-4 SNS-4	Engines:	1 Reciprocating
Operator:	PAUL ANDERSON	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:		Engine Model/Series:	O-290G
Flight Conducted Under:	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Pilot
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	15 knots / , 50°
Temperature:	7° C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	(76C)	Destination:	

## Airport Information

Airport:	AERO PARK (76C)	Runway Surface Type:	Grass/turf
Runway Used:	5	Runway Surface Condition:	Dry
Runway Length/Width:	1250 ft / 110 ft		

## Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

## Administrative Information

Investigator In Charge (IIC):	CHRISTINE M CORSONES	Adopted Date:	09/24/1995
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.