



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	WINNECONNE, WI	<b>Accident Number:</b>	CHI96LA268
<b>Date &amp; Time:</b>	08/01/1996, 1830 CDT	<b>Registration:</b>	CFPWZ
<b>Aircraft:</b>	Ultravia Aero Int'l PELICAN	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

As the pilot was attempting to takeoff, the airplane exited the runway to the left and impacted a tree. The pilot stated that he lost control of the airplane during the initial takeoff roll. An examination of the airplane failed to reveal any preexisting mechanical anomaly.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: failure of the pilot to maintain directional control of the airplane during the takeoff roll, which resulted in a ground swerve. The location of the tree was a related factor.

## Findings

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

### Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (C) GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

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Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: TAKEOFF - ROLL/RUN

### Findings

3. (F) OBJECT - TREE(S)

## Factual Information

On August 1, 1996, at 1830 central daylight time, an Ultravia Aero International Pelican, C-FPWZ, sustained substantial damage during takeoff. The airplane departed runway 36 at Winneconne, Wisconsin. The pilot stated to responding authorities that he lost control of the airplane during the takeoff roll. The pilot and one passenger were not injured. The personal 14 CFR Part 91 flight was operating in visual meteorological conditions. No flight plan was on file. The flight was departing with an intended destination of Oshkosh, Wisconsin, at the time of the accident.

The pilot in a statement to local authorities and in a written statement stated that he lost control of the airplane during the initial takeoff roll. The airplane exited the runway to the left and impacted a tree.

An examination of the airplane failed to reveal any preexistent mechanical anomalies.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	33, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	82 hours (Total, all aircraft), 24 hours (Total, this make and model), 23 hours (Pilot In Command, all aircraft), 11 hours (Last 90 days, all aircraft), 11 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	Ultravia Aero Int'l	Registration:	CFPWZ
Model/Series:	PELICAN PELICAN	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	521
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	05/02/1996, Unknown	Certified Max Gross Wt.:	1100 lbs
Time Since Last Inspection:	20 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1100 Hours	Engine Manufacturer:	Rotax
ELT:	Not installed	Engine Model/Series:	912
Registered Owner:	ALM PAN AVION, INC.	Rated Power:	85 hp
Operator:	ALM PAN AVION, INC.	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	OSH, 808 ft msl	Distance from Accident Site:	8 Nautical Miles
Observation Time:	1753 CDT	Direction from Accident Site:	145°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	23° C / 17° C
Precipitation and Obscuration:			
Departure Point:	(4D4)	Type of Flight Plan Filed:	None
Destination:	OSHKOSH, WI (OSH)	Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class G

## Airport Information

Airport:	COURTNEY PLUMMER (4D4)	Runway Surface Type:	Asphalt
Airport Elevation:	758 ft	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	3400 ft	VFR Approach/Landing:	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	

## Administrative Information

<b>Investigator In Charge (IIC):</b>	STEPHEN A WILSON	<b>Report Date:</b>	12/23/1996
<b>Additional Participating Persons:</b>	CHESTER J CYBULSKI; MILWAUKEE, WI		
<b>Publish Date:</b>			
<b>Investigation Docket:</b>	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:pubinquiry@ntsb.gov">pubinquiry@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> .		

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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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).