



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	OSHKOSH, WI	<b>Accident Number:</b>	CHI93FA296
<b>Date &amp; Time:</b>	08/01/1993, 1418 CDT	<b>Registration:</b>	N3025
<b>Aircraft:</b>	GRUMMAN G58A	<b>Injuries:</b>	1 Serious
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

DURING INITIAL CLIMB THE ENGINE BACKFIRED AND SUSTAINED A POWER LOSS. THE PILOT CONFIGURED THE AIRPLANE FOR A FORCED LANDING WITH THE LANDING GEAR AND FLAPS EXTENDED. ON TOUCHDOWN THE AIRPLANE CARTWHEELED. A POST ACCIDENT EXAMINATION REVEALED THAT THE MIXTURE CONTROL WAS PARTIALLY CLOSED. NO OTHER ANOMALIES WITH THE AIRPLANE WERE FOUND ON FURTHER EXAMINATION.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT-IN-COMMAND'S INADVERTENT USE OF THE MIXTURE RESULTING IN A LEAN MIXTURE.

## Findings

Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - NONMECHANICAL  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. FLUID,FUEL - STARVATION
2. (C) MIXTURE - INADVERTENT USE - PILOT IN COMMAND

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Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

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Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

3. TERRAIN CONDITION - SOFT
4. UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - ENCOUNTERED - PILOT IN COMMAND

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	72
<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>	2256 hours (Total, all aircraft), 56 hours (Total, this make and model), 2256 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 21 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	GRUMMAN	<b>Registration:</b>	N3025
<b>Model/Series:</b>	G58A G58A	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	WARD, ELMER F.	<b>Engine Manufacturer:</b>	P&W
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	R2800-97-CA18
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	OSH, 808 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	14 knots / , 300°
<b>Temperature:</b>	-18° C	<b>Visibility</b>	20 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	<b>Destination:</b>		

## Airport Information

<b>Airport:</b>	WITTMAN REGIONAL (OSH)	<b>Runway Surface Type:</b>	Concrete
<b>Runway Used:</b>	18	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	8001 ft / 150 ft		

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC): STEPHEN A WILSON

Adopted Date: 08/17/1994

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 [pubinq@ntsb.gov](mailto:pubinq@ntsb.gov), or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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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.