



National Transportation Safety Board Aviation Accident Final Report

Location:	MILWAUKEE, WI	Accident Number:	CHI93LA045
Date & Time:	12/01/1992, 1625 CST	Registration:	N6761E
Aircraft:	BEECH 77	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

JUST AFTER LIFTOFF THE LEFT CABIN DOOR POPPED OPEN. THE PILOT STATED THAT DUE TO THE WIND IN THE AIRPLANE HE WAS UNABLE TO LOOK UP AND OUT OF THE WINDSHIELD. THE AIRPLANE TRAVELED TO THE SOUTH SIDE OF THE AIRPORT WHERE IT CONTACTED TREE TOPS; HOWEVER, THE PILOT WAS ABLE TO PULL UP AND KEEP THE AIRPLANE FLYING. THE PILOT THEN FLEW ACROSS THE AIRPORT PROPERTY TO THE NORTH WHERE THE AIRPLANE JUST CLEARED A HOTEL ROOF PRIOR TO CONTACTING A TREE AND DESCENDING TO THE GROUND. THE AIRPLANE CAME TO REST JUST OUTSIDE THE AIRPORT BOUNDARY.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:
THE PILOT'S FAILURE TO MAINTAIN A PROPER ALTITUDE.

Findings

Occurrence #1: MISCELLANEOUS/OTHER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (F) DOOR - OPEN
 2. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: MANEUVERING

Findings

3. (F) VISUAL LOOKOUT - RESTRICTED
4. (C) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
5. (F) LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
6. OBJECT - TREE(S)

Factual Information

Pilot Information

Certificate:	Student	Age:	16, Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	07/14/1992
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	39 hours (Total, all aircraft), 39 hours (Total, this make and model), 7 hours (Pilot In Command, all aircraft), 18 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N6761E
Model/Series:	77 77	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	WA113
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	01/02/2000, Unknown	Certified Max Gross Wt.:	1675 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:		Engine Model/Series:	O-235-L2C
Registered Owner:	PETER STRAND	Rated Power:	115 hp
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:	NORTH STAR AVIATION	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MWC, 745 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	1730 CST	Direction from Accident Site:	220°
Lowest Cloud Condition:	Unknown / 15000 ft agl	Visibility	7 Miles
Lowest Ceiling:	Overcast / 15000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	(MWC)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	VFR
Departure Time:	1620 CST	Type of Airspace:	Class E

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	PAMELA S SULLIVAN	Report Date:	06/30/1993
Additional Participating Persons:	LLOYD GLOVER; MILWAUKEE, WI		
Publish Date:			
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 pubinquiry@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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).