



National Transportation Safety Board Aviation Accident Data Summary

Location:	MILWAUKEE, WI	Accident Number:	CHI93LA045
Date & Time:	12/01/1992, 1625 CST	Registration:	N6761E
Aircraft:	BEECH 77	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

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

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)

Pilot Information

Certificate:	Student	Age:	16
Airplane Rating(s):	None	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
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	Engines:	1 Reciprocating
Operator:		Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	O-235-L2C
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MWC, 745 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Overcast / 15000 ft agl	Wind Speed/Gusts, Direction:	12 knots / , 210°
Temperature:		Visibility	7 Miles
Precipitation and Obscuration:			
Departure Point:	(MWC)	Destination:	

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC):	PAMELA S SULLIVAN	Adopted Date:	06/30/1993
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 , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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.