



National Transportation Safety Board Aviation Accident Data Summary

Location:	CORNELL, WI	Accident Number:	CHI00FA129
Date & Time:	05/02/2000, 1050 CDT	Registration:	N13145
Aircraft:	Cessna 172M	Injuries:	3 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The airplane was destroyed by impact with terrain and by fire following a loss of control during climbout. The pilot and two passengers sustained fatal injuries. A witness stated, 'I observed him taxi and the next I observed was the takeoff. I observed some flaps that seemed to be a short field takeoff. It appeared to not gain the normal altitude. He seemed to be in a climb attitude (not steep) and the flaps remained on. My estimate is aprox. 1 mile before he made his left turn.' He further stated, 'He made the normal pattern for downwind and was still in a climb attitude but not gaining altitude and the flaps appeared to be on. I observed downwind and he seemed to still not gain altitude and appeared to be about 1 1/2 tree lengths above the trees. My line of vision was then obscured by a tree and I heard the crash. I can not remember if the engine was running at the time of impact. It was through the rest. (During the initial climb and takeoff [the airplane operator] ran into the Unicom and called for [the pilot] to raise the flaps. No response. The flaps I believe never went up.)' Another witness stated, 'Crashed/looked as if stalled then nose down and left. Airplane sounded at full power still at or till sound of crash.' The airplane was found impacting terrain approximately 80 degrees pitch down. An on-scene investigation revealed flight control and engine continuity and the engine exhibited a thumb compression at all cylinders. The flap jackscrew was recovered and exhibited 5.9 inches of thread extension which indicated 40 degrees of flap extension.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot not maintaining aircraft control and the stall/spin he encountered. A factor was the extended flaps.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (F) FLIGHT CONTROL, FLAP - EXTENDED
2. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. TERRAIN CONDITION - NONE SUITABLE
4. (C) STALL/SPIN - ENCOUNTERED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Pilot Information

Certificate:	Private	Age:	20
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	223 hours (Total, all aircraft), 2 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N13145
Model/Series:	172M 172M	Engines:	1 Reciprocating
Operator:	CORNELL AERO WORKS	Engine Manufacturer:	Lycoming
Operating Certificate(s) Held:	None	Engine Model/Series:	O-320-E2D
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:	RPD, 1105 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	5 knots / , 200°
Temperature:	14° C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	, WI (4T5)	Destination:	

Airport Information

Airport:	CORNELL MUNICIPAL AIRPORT (4T5)	Runway Surface Type:	Asphalt
Runway Used:	27	Runway Surface Condition:	
Runway Length/Width:	2420 ft / 45 ft		

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	2 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): EDWARD F MALINOWSKI Adopted Date: 04/18/2001

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/>.

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