



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	NEW RICHMOND, WI	<b>Accident Number:</b>	CHI86FER18
<b>Date &amp; Time:</b>	09/01/1986, 1600 CDT	<b>Registration:</b>	N2263V
<b>Aircraft:</b>	SHANKS/BECKER ACRO SPORT	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None

**Flight Conducted Under:** Part 91: General Aviation -

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## Analysis

ACCORDING TO THE PILOT DURING LANDING ROLLOUT HIS LEFT WING ENCOUNTERED THREE TO FOUR FOOT HIGH GRASS GROWING UP TO THE EDGE OF THE TURF RUNWAY. THE AIRCRAFT THEN VEERED OFF INTO A DITCH. THE RUNWAY INVOLVED IS 2100 FEET LONG AND 75 FEET WIDE.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

## Findings

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Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: LANDING - ROLL

### Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (F) TERRAIN CONDITION - HIGH VEGETATION
3. (F) TERRAIN CONDITION - DITCH
4. (C) OTHER AIRPORT/RUNWAY MAINTENANCE - INADEQUATE - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	45, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane Single-engine; Instrument Airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	06/18/1986
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1806 hours (Total, all aircraft), 20 hours (Total, this make and model), 1656 hours (Pilot In Command, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	SHANKS/BECKER	<b>Registration:</b>	N2263V
<b>Model/Series:</b>	ACRO SPORT ACRO SPORT	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>	Experimental	<b>Serial Number:</b>	396
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	1
<b>Date/Type of Last Inspection:</b>	09/16/1985, Unknown	<b>Certified Max Gross Wt.:</b>	1155 lbs
<b>Time Since Last Inspection:</b>	30 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	30 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	O-320-E2D
<b>Registered Owner:</b>	WILLIAM SHANKS/RICHARD BECKER	<b>Rated Power:</b>	150 hp
<b>Operator:</b>	RICHARD A. BECKER	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 8000 ft agl	Visibility	20 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	20 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	LAKE ELMO, MN (21D)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1530 CDT	Type of Airspace:	Class G

## Airport Information

Airport:	NEW RICHMOND (RNH)	Runway Surface Type:	Grass/turf
Airport Elevation:	996 ft	Runway Surface Condition:	Dry
Runway Used:	22	IFR Approach:	None
Runway Length/Width:	2100 ft / 75 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	JOHN H THIEM	Report Date:	04/25/1988
Additional Participating Persons:			
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 <a href="mailto:pubinq@ntsb.gov">pubinq@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> .		

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