



National Transportation Safety Board Aviation Accident Final Report

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| Location: | GENOA CITY, WI | Accident Number: | CHI83FA069 |
| Date & Time: | 01/02/1983, 1440 CST | Registration: | N3168G |
| Aircraft: | NORTH AMERICAN T-6G | Aircraft Damage: | Destroyed |
| Defining Event: | | Injuries: | 2 Fatal |

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

PRIOR TO THE ACCIDENT THE ACFT FLEW OVER THE ARPT AT TREE-TOP LEVEL WITH THE GEAR RETRACTED. THE ACFT THEN LANDED. AFTER SPENDING ABOUT 15 MIN ON THE GROUND THE PLTS TOOK OFF TO THE WEST. THE GEAR WAS RETRACTED IMMEDIATELY AFTER TAKEOFF & THE ACFT REMAINED BETWEEN TREE-TOP LEVEL & 500 FT AGL EXECUTING STEEP BANKS. A WITNESS DESCRIBED THE SECOND STEEP BANK AS THOUGH THE PLT WAS EXECUTING A BARREL ROLL. THE ACFT NEVER RECOVERED FROM THE BANK & DESCENDED RAPIDLY TO THE GROUND.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: MANEUVERING

Findings

1. (C) JUDGMENT - POOR - PILOT IN COMMAND
 2. (C) AEROBATICS - PERFORMED - PILOT IN COMMAND
 3. (C) PROPER ALTITUDE - NOT ATTAINED - PILOT IN COMMAND
 4. (C) FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: MANEUVERING

Factual Information

Pilot Information

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|----------------------------------|--|--|----------------------------|
| Certificate: | Airline Transport | Age: | 44, Male |
| Airplane Rating(s): | Multi-engine Land; Single-engine Land | Seat Occupied: | Front |
| Other Aircraft Rating(s): | Balloon; Glider | Restraint Used: | Seatbelt, Shoulder harness |
| Instrument Rating(s): | Airplane | Second Pilot Present: | Yes |
| Instructor Rating(s): | | Toxicology Performed: | Yes |
| Medical Certification: | Class 1 Valid Medical--w/ waivers/lim. | Last FAA Medical Exam: | 10/20/1982 |
| Occupational Pilot: | | Last Flight Review or Equivalent: | |
| Flight Time: | 15415 hours (Total, all aircraft), 20 hours (Total, this make and model), 8448 hours (Pilot In Command, all aircraft), 284 hours (Last 90 days, all aircraft), 73 hours (Last 30 days, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|-------------------------|---------------------------------------|-----------------|
| Aircraft Make: | NORTH AMERICAN | Registration: | N3168G |
| Model/Series: | T-6G T-6G | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | No |
| Airworthiness Certificate: | | Serial Number: | 493258 |
| Landing Gear Type: | Retractable - Tailwheel | Seats: | 2 |
| Date/Type of Last Inspection: | 03/22/1982, Annual | Certified Max Gross Wt.: | 5300 lbs |
| Time Since Last Inspection: | | Engines: | 1 Reciprocating |
| Airframe Total Time: | | Engine Manufacturer: | P&W |
| ELT: | Installed, activated | Engine Model/Series: | R-1340-AN-1 |
| Registered Owner: | DAVID FAIN | Rated Power: | |
| Operator: | | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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|----------------------------------|---------------------|---|-------------------|
| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Day |
| Observation Facility, Elevation: | MKE, 723 ft msl | Distance from Accident Site: | 35 Nautical Miles |
| Observation Time: | 1450 CST | Direction from Accident Site: | 45° |
| Lowest Cloud Condition: | Clear / 0 ft agl | Visibility | 15 Miles |
| Lowest Ceiling: | None / 0 ft agl | Visibility (RVR): | 0 ft |
| Wind Speed/Gusts: | 12 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 310° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 30 inches Hg | Temperature/Dew Point: | -2° C / -13° C |
| Precipitation and Obscuration: | | | |
| Departure Point: | | Type of Flight Plan Filed: | None |
| Destination: | PALWAUKEE, IL (PWK) | Type of Clearance: | None |
| Departure Time: | 0000 | Type of Airspace: | Class G |

Airport Information

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|----------------------|------------------|---------------------------|------------|
| Airport: | VINCENT (64C) | Runway Surface Type: | Grass/turf |
| Airport Elevation: | 880 ft | Runway Surface Condition: | Dry |
| Runway Used: | 27 | IFR Approach: | None |
| Runway Length/Width: | 2100 ft / 150 ft | VFR Approach/Landing: | None |

Wreckage and Impact Information

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|---------------------|---------|----------------------|-----------|
| Crew Injuries: | 1 Fatal | Aircraft Damage: | Destroyed |
| Passenger Injuries: | 1 Fatal | Aircraft Fire: | On-Ground |
| Ground Injuries: | N/A | Aircraft Explosion: | On-Ground |
| Total Injuries: | 2 Fatal | Latitude, Longitude: | |

Administrative Information

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|-----------------------------------|--|--------------|--|
| Investigator In Charge (IIC): | FRED A RATHKE, JR. | Report Date: | |
| 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 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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).