



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	OMRO, WI	<b>Accident Number:</b>	CHI83FA350
<b>Date &amp; Time:</b>	08/01/1983, 1310 CDT	<b>Registration:</b>	N3919X
<b>Aircraft:</b>	MONNETT MONI	<b>Injuries:</b>	1 Serious
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

ACCORDING TO WITNESSES, THE WIND WAS NORTHWESTERLY AT ABOUT 20 KTS & THE RWY HEADING OF THE DIRT STRIP WAS 030 DEG. THE PLT MADE A LOW PASS OVER THE STRIP, THEN MADE A TOUCH-&-GO LANDING. ON THE 3RD APCH, THE ACFT TOUCHED DOWN ABOUT 800 TO 900 FT FROM THE APCH END, THEN IT ROLLED APRX 900 TO 1000 FT. THE ACFT THEN LIFTED OFF IN A STEEP CLIMB & ENTERED A STEEP RIGHT BANK, FROM WHICH, THE NOSE DROPPED & THE PLANE DIVED ALMOST VERTICALLY TO THE GROUND. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND.

## Probable Cause

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: TAKEOFF - INITIAL CLIMB

### Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. TOUCH-AND-GO - PERFORMED - PILOT IN COMMAND
3. CLIMB - EXCESSIVE - PILOT IN COMMAND
4. MANEUVER - PERFORMED - PILOT IN COMMAND
5. (C) AIRSPEED - INADEQUATE - PILOT IN COMMAND
6. (C) STALL - INADVERTENT - PILOT IN COMMAND

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

## Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Instructor	<b>Age:</b>	37
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane; Helicopter
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine; Helicopter
<b>Flight Time:</b>	10000 hours (Total, all aircraft), 2 hours (Total, this make and model)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	MONNETT	<b>Registration:</b>	N3919X
<b>Model/Series:</b>	MONI MONI	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	RODERICK Q. MACDONALD	<b>Engine Manufacturer:</b>	KFM
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	107
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	, 0 ft msl	<b>Weather Information Source:</b>	Witness
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	20 knots / , 340°
<b>Temperature:</b>		<b>Visibility</b>	20 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	OSHKOSH, WI (OSH)	<b>Destination:</b>	

## Airport Information

<b>Airport:</b>	PRIVATE	<b>Runway Surface Type:</b>	Dirt
<b>Runway Used:</b>	3	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	2900 ft / 30 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

Investigator In Charge (IIC): JOHN G YOUNG

Adopted 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](mailto: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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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.