



National Transportation Safety Board Aviation Accident Data Summary

Location:	Oshkosh, WI	Accident Number:	CHI03FA239
Date & Time:	08/02/2003, 0920 CDT	Registration:	N1068S
Aircraft:	Gerlach Skyraider II	Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

The airplane was substantially damaged when it impacted a road after takeoff. The pilot reported that the takeoff roll was long and the airplane's engine seemed to lose power. He stated that he "released [the] flaps to gain speed but the engine seem[ed] to have less power." The pilot said that after clearing the fence at the end of the runway, he turned right and crashed on the road. The passenger reported that on the accident flight the pilot used flaps during the takeoff and, in his opinion, the use of the flaps produced enough drag to slow the aircraft's speed on takeoff. A witness stated that he observed the accident airplane during the takeoff, and the airplane was "going too slow, too low, and was climbing too steeply." The witness stated that the airplane then stalled and struck the ground. He stated that the airplane's engine was running until the airplane struck the ground. In his written report, the pilot listed no mechanical malfunction of the airplane. A postaccident examination of the airplane revealed no pre-impact anomalies.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to abort the takeoff, his improper use of flaps during the takeoff, and his failure to attain sufficient airspeed resulting in an inadvertent stall and subsequent impact with a road.

Findings

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

Findings

1. (C) ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
2. (F) FLAPS - IMPROPER USE OF - PILOT IN COMMAND
3. (C) AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
4. STALL - INADVERTENT - PILOT IN COMMAND

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

Findings

5. TERRAIN CONDITION - ROADWAY/HIGHWAY

Pilot Information

Certificate:	Private	Age:	34
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	166 hours (Total, all aircraft), 41 hours (Total, this make and model), 166 hours (Pilot In Command, all aircraft), 19 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Gerlach	Registration:	N1068S
Model/Series:	Skyraider II	Engines:	1 Reciprocating
Operator:	On file	Engine Manufacturer:	MZ
Operating Certificate(s) Held:	None	Engine Model/Series:	202
Flight Conducted Under:	Part 91: General Aviation - Business		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	OSH, 808 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	/ ,
Temperature:	22° C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	Oshkosh, WI (OSH)	Destination:	

Airport Information

Airport:	WITTMAN REGIONAL (OSH)	Runway Surface Type:	Grass/turf
Runway Used:	31	Runway Surface Condition:	
Runway Length/Width:	1200 ft / 100 ft		

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:	43.984444, -88.556944		

Administrative Information

Investigator In Charge (IIC): John M Brannen

Adopted Date: 06/02/2004

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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