



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Wautoma, WI	<b>Accident Number:</b>	CEN11FA531
<b>Date &amp; Time:</b>	08/01/2011, 0820 CDT	<b>Registration:</b>	N7501Y
<b>Aircraft:</b>	EDWARDS DOUGLAS L SKY RANGER	<b>Injuries:</b>	1 Fatal, 1 Serious
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

The pilot took off from a grass runway to the east for the cross-country flight. An eyewitness observed the airplane climb to an altitude of about 100 to 150 feet above the ground. Over the east end of the runway, the airplane began a left turn to return to the airfield. During the turn, the airplane entered an aerodynamic stall, the nose of the airplane dropped, and the airplane descended and impacted the ground. The airplane was examined at the accident site. Flight control continuity was established from the cockpit control stick and rudder pedals to each respective flight control surface. An examination of the wreckage showed the engine, engine mounts, cowling, firewall and forward cockpit bent and crushed aft and twisted counterclockwise about 30 degrees, consistent with the airplane being in a left hand, nose-down spiral when it impacted the ground. An examination of the engine and other airplane systems showed no preimpact anomalies that would have contributed to the accident.

## Flight Events

Takeoff - Loss of control in flight

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain proper airspeed and attitude control of the airplane in the turn, which resulted in an aerodynamic stall.

## Findings

Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Airspeed-Not attained/maintained - C  
 Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Angle of attack-Not attained/maintained - C  
 Personnel issues-Action/decision-Action-Incorrect action performance-Pilot - C

## Pilot Information

<b>Certificate:</b>	Recreational; Sport Pilot	<b>Age:</b>	55
<b>Airplane Rating(s):</b>	None	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	775 hours (Total, all aircraft), 354 hours (Total, this make and model), 750 hours (Pilot In Command, all aircraft), 97 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	EDWARDS DOUGLAS L	<b>Registration:</b>	N7501Y
<b>Model/Series:</b>	SKY RANGER	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	On file	<b>Engine Manufacturer:</b>	ROTAX
<b>Air Carrier Operating Certificate:</b>	None	<b>Engine Model/Series:</b>	912
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Observation Facility, Elevation:</b>	ISW, 1021 ft msl	<b>Weather Information Source:</b>	Pilot
<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Lowest Ceiling:</b>	None
<b>Condition of Light:</b>	Day	<b>Wind Speed/Gusts, Direction:</b>	Light and Variable, Variable
<b>Temperature:</b>	24°C / 23°C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Wautoma, WI (Y50)	<b>Destination:</b>	Maquoketa, IA

## Airport Information

<b>Airport:</b>	Wautoma Municipal (Y50)	<b>Runway Surface Type:</b>	Grass/turf
<b>Runway Used:</b>	08	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	2280 ft / 150 ft		

## Wreckage and Impact Information

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

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Timothy LeBaron	<b>Adopted Date:</b>	01/31/2013
<b>Investigation Docket:</b>	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=81324">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=81324</a>		

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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.