		NTSB ID: CHI99LA007		Aircraft Registration Number: N924TA	
		Occurrence Date: 10/09/1998		Most Critical Injury: Fatal	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place SUPERIOR	State WI	Zip Code 54880	Local Time 1700	Time Zone CDT	
Airport Proximity: Unknown		Distance From Landing Facility:		Direction From Airport:	
Aircraft Information Summary					
Aircraft Manufacturer Bellanca		Model/Series 8KCAB		Type of Aircraft Airplane	
Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>On October 9, 1998, at 1700 central daylight time (cdt), a Bellanca 8KCAB, N924TA, operated by a private pilot, was destroyed when while maneuvering 12 miles southeast of Superior, Wisconsin, the airplane impacted in a field of sapling trees. Visual meteorological conditions prevailed at the time of the accident. The personal flight was being conducted under 14 CFR Part 91. There was no flight plan on file. The pilot was fatally injured. The local flight originated at Superior, Wisconsin, at approximately 1640 cdt.</p> <p>The airplane was owned and operated by Great Lakes Flying, Incorporated, Superior, Wisconsin, and used as part of the flying club's rental fleet. The club owner said that the pilot fueled the airplane with 12.3 gallons of fuel at 1638 cdt. The pilot took off shortly after fueling.</p> <p>A witness said that he observed a "white and blue airplane with stripes and blue wing tips," perform "tricks" just south of his home. The witness said the airplane "would climb straight up and do spirals. On the way down, it would do loops." The witness also said described the airplane performing barrel rolls. The witness said that he never heard any unusual engine sounds. The witness watched the airplane for approximately 10 minutes and then went inside his house.</p> <p>A second witness said that between 1600 and 1700 cdt, he saw a small blue and white airplane flying from north to south. The witness said that the airplane's altitude was low, estimating it to be 300 yards above the treeline.</p> <p>At 2155 cdt, the National Mission Control Center (NMCC) in Suitland, Maryland, notified the Douglas County, Wisconsin, Sheriff Department that they were receiving an emergency locator transmitter (ELT) signal in the Douglas County area.</p> <p>At approximately 2200 cdt, the Wisconsin Wing of the Civil Air Patrol contacted the airplane's owner and inquired if one of his airplane's was missing. The owner performed an inventory of the airplanes on his ramp and told the CAP that he was not missing any airplanes. The owner said that he had forgotten about N924TA.</p> <p>On October 10, 1998, at approximately 0130 cdt, the pilot's brother came to the airplane owner's house and informed him that his brother's car was still in the flying club's parking lot. The owner said that it was then that he realized that he had forgotten about the airplane and that it was indeed missing.</p> <p>At 0300 cdt, the airplane was located by CAP ground teams and sheriff department deputies.</p> <p>A Federal Aviation Administration (FAA) inspector examined the wreckage at the accident site. The aircraft wreckage was located in a field consisting of tall grass and sapling trees, and surrounded by dense woods. The accident site began with a 20 foot long stand of sapling trees running along a</p>					
FACTUAL REPORT - AVIATION					
					Page 1

National Transportation Safety Board

## FACTUAL REPORT

AVIATION

NTSB ID: CHI99LA007

Occurrence Date: 10/09/1998

Occurrence Type: Accident

## Narrative (Continued)


320 degree magnetic heading. The trees were sheared off 4 to 7 feet above the ground in a gradually decreasing angle of approximately 15 degrees to the horizontal plane. Just beyond the trees was a 25 foot long ground scar leading to a 20 foot wide mound of dirt. Numerous pieces of the airplane's cowling and forward fuselage were embedded in the dirt. The airplane's propeller and spinner rested approximately 8 feet north of the mound. The airplane's main wreckage rested inverted in a grassy area approximately 30 feet beyond the mound, on a 320 degree magnetic heading.


Airplane radios, flight instruments, and other airplane components were found approximately 100 feet beyond the main wreckage.

The airplane's propeller was broken torsionally, just aft of the flange. The propeller showed torsional bending and chordwise scratches. The spinner was crushed inward and twisted counter-clockwise. The airplane's cowling, forward fuselage, and cockpit were crushed aft and broken open.

The airplane's engine was broken off at the mounts. The airplane's wings and struts were broken upward and mangled. The wing fuel tanks were buckled outward and broken open. The main landing gear were sheared off.

The aft fuselage was crushed aft and buckled. The leading edges of the horizontal stabilizers were crushed aft and downward. The right elevator showed minor skin buckling toward the tip. The top, forward leading edge of the vertical stabilizer was crushed aft and inward. The rudder and tailwheel showed no damage. Flight control continuity was confirmed. No anomalies were found in the engine, engine controls, or other airplane systems.

 <b>National Transportation Safety Board</b> <b>FACTUAL REPORT</b> <b>AVIATION</b>		NTSB ID: CHI99LA007			
		Occurrence Date: 10/09/1998			
		Occurrence Type: Accident			
<b>Landing Facility/Approach Information</b>					
Airport Name	Airport ID:	Airport Elevation Ft. MSL	Runway Used 0	Runway Length	Runway Width
Runway Surface Type:					
Runway Surface Condition:					
Type Instrument Approach: NONE					
VFR Approach/Landing: None					
<b>Aircraft Information</b>					
Aircraft Manufacturer Bellanca		Model/Series 8KCAB		Serial Number 736-94	
Airworthiness Certificate(s): Normal					
Landing Gear Type: Tricycle					
Homebuilt Aircraft? No	Number of Seats: 1	Certified Max Gross Wt. 1500 LBS	Number of Engines: 1		
Engine Type: Reciprocating	Engine Manufacturer: Lycoming	Model/Series: AEIO-360-H14	Rated Power: 180 HP		
- Aircraft Inspection Information					
Type of Last Inspection Annual	Date of Last Inspection 08/1998	Time Since Last Inspection 100 Hours	Airframe Total Time 578 Hours		
- Emergency Locator Transmitter (ELT) Information					
ELT Installed? Yes	ELT Operated? Yes	ELT Aided in Locating Accident Site? Yes			
<b>Owner/Operator Information</b>					
Registered Aircraft Owner GREAT LAKES FLYING, INC.		Street Address 4804 HAMMOND AVE.			
		City SUPERIOR	State WI	Zip Code 54880	
Operator of Aircraft Same as Reg'd Aircraft Owner		Street Address Same as Reg'd Aircraft Owner			
		City	State	Zip Code	
Operator Does Business As:			Operator Designator Code:		
- Type of U.S. Certificate(s) Held: None					
Air Carrier Operating Certificate(s):					
Operating Certificate:			Operator Certificate:		
Regulation Flight Conducted Under: Part 91: General Aviation					
Type of Flight Operation Conducted: Personal					

 <p><b>National Transportation Safety Board</b> <b>FACTUAL REPORT</b> <b>AVIATION</b></p>	NTSB ID: CHI99LA007
	Occurrence Date: 10/09/1998
	Occurrence Type: Accident

**First Pilot Information**

Name On File	City On File	State On File	Date of Birth On File	Age 43
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Sex: M	Seat Occupied: Front	Principal Profession: Police	Certificate Number: On File
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Certificate(s): Private

Airplane Rating(s): Single-engine Land; Single-engine Sea

Rotorcraft/Glider/LTA: None

Instrument Rating(s): None

Instructor Rating(s): None

Type Rating/Endorsement for Accident/Incident Aircraft? Yes	Current Biennial Flight Review?
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Medical Cert.: Class 3	Medical Cert. Status: Valid Medical--no waivers/lim.	Date of Last Medical Exam: 08/1998
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- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air
						Actual	Simulated			
Total Time	398	12	398							
Pilot In Command(PIC)										
Instructor										
Last 90 Days										
Last 30 Days		2								
Last 24 Hours										

Seatbelt Used? Yes	Shoulder Harness Used? Yes	Toxicology Performed? Yes	Second Pilot? No
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**Flight Plan/Itinerary**

Type of Flight Plan Filed: None

Departure Point Same as Accident/Incident Location	State	Airport Identifier SUW	Departure Time 1640	Time Zone CDT
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Destination Local Flight	State	Airport Identifier	
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Type of Clearance: None

Type of Airspace: Class E

**Weather Information**

Source of Briefing:  
No record of briefing

Method of Briefing:

 <p><b>National Transportation Safety Board</b> <b>FACTUAL REPORT</b> <b>AVIATION</b></p>	NTSB ID: CHI99LA007
	Occurrence Date: 10/09/1998
	Occurrence Type: Accident

<b>Weather Information</b>					
WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
SUW	1558	CDT	674 Ft. MSL	12 NM	315 Deg. Mag.
Sky/Lowest Cloud Condition: Clear			0 Ft. AGL	Condition of Light: Day	
Lowest Ceiling: None		0 Ft. AGL		Visibility: 10 SM	Altimeter: 29.00 "Hg
Temperature: 21 °C	Dew Point: 8 °C	Wind Direction: 220		Density Altitude: 1650 Ft.	
Wind Speed: 12	Gusts: 19	Weather Conditions at Accident Site: Visual Conditions			
Visibility (RVR): 0 Ft.	Visibility (RVV) 0 SM	Intensity of Precipitation: Unknown			
Restrictions to Visibility: None					
Type of Precipitation: None					

<b>Accident Information</b>		
Aircraft Damage: Destroyed	Aircraft Fire: None	Aircraft Explosion: None

Classification: U.S. Registered/U.S. Soil					
- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot	1				1
Second Pilot					
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants					
Other Crew					
Passengers					
- TOTAL ABOARD -	1				1
Other Ground	0	0	0		0
- GRAND TOTAL -	1	0	0		1

National Transportation Safety Board

**FACTUAL REPORT**

**AVIATION**



NTSB ID: CHI99LA007

Occurrence Date: 10/09/1998

Occurrence Type: Accident

Administrative Information

Investigator-In-Charge (IIC)

DAVID C. BOWLING

Additional Persons Participating in This Accident/Incident Investigation:

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MINNEAPOLIS, MN 55450

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