	NTSB ID: CHI97LA011	Aircraft Registration Number: N58RG
	Occurrence Date: 10/19/1996	Most Critical Injury: Serious
	Occurrence Type: Accident	Investigated By: NTSB

Location/Time

Nearest City/Place EDEN	State WI	Zip Code 53019	Local Time 1700	Time Zone CDT	
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Airport Proximity: On Airport/Airstrip	Distance From Landing Facility:
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Aircraft Information Summary

Aircraft Manufacturer Aero Commander	Model/Series 685 /685	Type of Aircraft Airplane
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Revenue Sightseeing Flight: No

Air Medical Transport Flight: No

Narrative

Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:

On October 19, 1996, at 1700 central daylight time, an Aero Commander 685, N58RG, piloted by a private pilot, was destroyed during a collision with terrain, shortly after takeoff from a private airstrip (1400' X 90' dry/turf) in Eden, Wisconsin. A witness said he heard one of the engines sputter. The airplane then entered a left bank prior to impact. The private pilot reported serious injuries. The 14 CFR Part 91 flight was not operating on a flight plan. Visual meteorological conditions prevailed at the time of the accident. The flight departed a private airstrip in Eden, Wisconsin, at 1700 cdt.


According to the pilot's written statement, he departed his private airstrip and indicated he lost boost or RPM on the left engine shortly after liftoff. The pilot applied right rudder but the airplane continued to the left. The left wing struck a tree approximately 20 feet high. The airplane started to roll towards the left and impacted the ground with the left wing first and cartwheeled. The pilot reported that both engines were running after impact and had to be shut down.


According to the pilot's written statement to the FAA, he stated that on the day of the accident he noticed fuel flow was not reaching a minimum 290 lbs/hr on the left engine. The pilot, who is not an A&P mechanic, adjusted the fuel pump by-pass to achieve minimum requirements. On takeoff, the pilot stated that the left engine seemed like it lost boost pressure for a second and came right back. This happened twice on takeoff roll. The pilot stated, "At decision point, 1100', I [pilot] elected to take off. I [pilot] recall engine losing a little power again and was unable to totally correct for the drift to the left. Thus striking the top of the trees, resulting in forced landing in the neighbor's field."

On December 3, 1996, during a telephone interview conducted by the IIC with the pilot, he said, "...I [pilot] pulled back too much on the yoke and stalled the airplane trying to get over the trees on the left side... ." "...I [pilot] should have push the yoke forward instead, to gain my airspeed back... ."

The IIC calculated the takeoff roll using the Pilot's Operating Handbook (POH), to be 2,500 feet needed on a dry paved runway. The POH does not have any performance charts for turf runway conditions.

The left engine turbocharger and the related systems were tested by Allied Signal Aerospace under the supervision of a NTSB Investigator. Examination of the turbocharger revealed corrosion on the turbine side. The internal squirt hole that directs oil to the turbine end of the center housing for cooling was plugged shut with a coke and corrosion like material. The compressor end of the turbine shaft had a bead blasted finish. The controller, pressure relief valve, and poppet type wastegate were tested, and found to be acceptable. Nothing was found, that would preclude operation of the turbocharger and components prior to impact.

 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: CHI97LA011			
		Occurrence Date: 10/19/1996			
		Occurrence Type: Accident			
Landing Facility/Approach Information					
Airport Name	Airport ID:	Airport Elevation	Runway Used	Runway Length	Runway Width
NORTHRIDGE AIRSTRIP	PVT	Ft. MSL	32	1400	90
Runway Surface Type: Grass/turf					
Runway Surface Condition: Dry; Rough					
Approach/Arrival Flown: NONE					
VFR Approach/Landing: None					
Aircraft Information					
Aircraft Manufacturer		Model/Series		Serial Number	
Aero Commander		685 /685		12047	
Airworthiness Certificate(s): Normal					
Landing Gear Type: Retractable - Tricycle					
Amateur Built Acft? No	Number of Seats: 8	Certified Max Gross Wt.	9000 LBS	Number of Engines: 2	
Engine Type:	Engine Manufacturer:	Model/Series:	Rated Power:		
Reciprocating	Continental	GTSIO-520	435 HP		
- Aircraft Inspection Information					
Type of Last Inspection	Date of Last Inspection	Time Since Last Inspection	Airframe Total Time		
Unknown		Hours	Hours		
- Emergency Locator Transmitter (ELT) Information					
ELT Installed?/Type No	ELT Operated?	ELT Aided in Locating Accident Site?			
Owner/Operator Information					
Registered Aircraft Owner		Street Address			
GLENN ALLEN KRANIG		4514 NORTHVIEW ROAD			
		City	State	Zip Code	
		EDEN	WI	53019	
Operator of Aircraft		Street Address			
GLENN ALLEN KRANIG		4514 NORTHVIEW ROAD			
		City	State	Zip Code	
		EDEN	WI	53019	
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>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: CHI97LA011
	Occurrence Date: 10/19/1996
	Occurrence Type: Accident

First Pilot Information

Name On File	City On File	State On File	Date of Birth On File	Age 42
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Sex: M	Seat Occupied: Left	Occupational Pilot? Business	Certificate Number: On File
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Certificate(s): Private

Airplane Rating(s): Single-engine Land

Rotorcraft/Glider/LTA: None

Instrument Rating(s): None

Instructor Rating(s): None

Current Biennial Flight Review?

Medical Cert.: Class 2	Medical Cert. Status: Valid Medical--w/ waivers/lim.	Date of Last Medical Exam: 02/1996
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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	993	5	769	223						
Pilot In Command(PIC)	941	5	720	220						
Instructor										
Instruction Received										
Last 90 Days	34	5	16	16						
Last 30 Days	6	2	4	2						
Last 24 Hours										

Seatbelt Used? Yes	Shoulder Harness Used? No	Toxicology Performed? No	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	Departure Time 1700	Time Zone CDT
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Destination Same as Accident/Incident Location	State	Airport Identifier	
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Type of Clearance: None

Type of Airspace: Class G

Weather Information

Source of Wx Information:

No record of briefing

 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: CHI97LA011
	Occurrence Date: 10/19/1996
	Occurrence Type: Accident

Weather Information

WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
MSN	1755	CDT	862 Ft. MSL	71 NM	220 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: 16 °C	Dew Point: -1 °C	Weather Conditions at Accident Site: Visual Conditions			
Wind Direction: 150	Wind Speed: 13	Wind Gusts:			
Visibility (RVR): 0 Ft.	Visibility (RVV) 0 SM				
Precip and/or Obscuration:					

Accident Information

Aircraft Damage: Destroyed	Aircraft Fire: None	Aircraft Explosion: None
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- 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	0
- GRAND TOTAL -	0	1	0	0	1

National Transportation Safety Board

FACTUAL REPORT

AVIATION



NTSB ID: CHI97LA011

Occurrence Date: 10/19/1996

Occurrence Type: Accident

Administrative Information

Investigator-In-Charge (IIC)

TODD J. CARLSON

Additional Persons Participating in This Accident/Incident Investigation:

ED STACOUIS
MILWAUKEE, WI