

		NTSB ID: CHI01LA013		Aircraft Registration Number: N6175K	
		Occurrence Date: 10/12/2000		Most Critical Injury: None	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place BARABOO	State WI	Zip Code 53913	Local Time 0800	Time Zone CDT	
Airport Proximity: Off Airport/Airstrip		Distance From Landing Facility: 1			
Aircraft Information Summary					
Aircraft Manufacturer Republic		Model/Series RC-3 /RC-3		Type of Aircraft Airplane	
Revenue Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:					
<p>On October 12, 2000, about 0800 central daylight time, a Republic RC-3, N6175K, piloted by a commercial pilot, encountered an in-flight loss of engine power and sustained substantial damage on impact with vegetation and terrain during a forced landing in a field near Baraboo, Wisconsin. The ferry flight was operating under 14 CFR Part 91. Visual meteorological conditions prevailed at the time of the accident. No flight plan was on file. The pilot and pilot rated passenger were uninjured. The flight was on initial climbout from Baraboo Wisconsin Dells Airport (DLL), near Baraboo, Wisconsin and was destined for Genesee County Airport, near Batavia, New York.</p> <p>The pilot stated, "Perfect VFR weather. At about 0715 local, the aircraft was fueled and preflighted. One quart engine oil added. Engine was started and run to verify operation. Engine operation was smooth after engine was warmed up. Aircraft was taxied to runway 19. Magneto, carb heat, and propeller operations all checked - normal operation during run-up. Engine response was accurate and smooth. Flap operations checked and set for takeoff. Pre takeoff checklist completed. At about 0800 local, taxied into position. Applied full power and verified normal manifold pressure and propeller RPM. During takeoff roll prop RPM observed steady at bottom of yellow arc, about 2450 RPM. Liftoff occurred at approximately 55 mph. Aircraft accelerated to about 75 MPH and climb rate increased to greater than 250 feet per minute on VSI (observed). Between 250' and 400' AGL airspeed began to decay and climb rate decreased quickly. Pilot reduced pitch attitude to maintain airspeed (no change in engine sound was obvious after power and prop were set for takeoff). Prop, throttle, mixture, and carb heat verified full forward, no change in performance observed. Traffic pattern turn abandoned as climb rate and airspeed continued to decay. Aircraft pitch attitude was continually being reduced to maintain flying speed. Control became difficult (control feel 'mushy') and return to runway seemed impossible. Altitude was decreasing quickly. At this point I estimate height AGL at less than 200'. Aircraft was turned into wind, towards best field. Avoided obstacles and landed in corn field."</p> <p>The pilot stated that the airplane damage was a broken left main gear, damaged right wing sponson, damaged right wing tip, and cracked right wing spar. The pilot listed the mechanical malfunction as, "Intake valve spring failed on #5 cylinder. When spring failed, allowed intake valve to remain open. Failure disrupted entire engine function."</p>					
FACTUAL REPORT - AVIATION					
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 <b>National Transportation Safety Board</b> <b>FACTUAL REPORT</b> <b>AVIATION</b>		NTSB ID: CHI01LA013				
		Occurrence Date: 10/12/2000				
		Occurrence Type: Accident				
<b>Landing Facility/Approach Information</b>						
Airport Name BARABOO WISCONSIN DELLS		Airport ID: DLL	Airport Elevation 976 Ft. MSL	Runway Used 0	Runway Length	Runway Width
Runway Surface Type:						
Runway Surface Condition:						
Approach/Arrival Flown: NONE						
VFR Approach/Landing: Forced Landing						
<b>Aircraft Information</b>						
Aircraft Manufacturer Republic		Model/Series RC-3 /RC-3		Serial Number 363		
Airworthiness Certificate(s): Normal						
Landing Gear Type: Retractable - Amphibian; Tailwheel						
Amateur Built Acft? No		Number of Seats: 4		Certified Max Gross Wt. 3059 LBS		Number of Engines: 1
Engine Type: Reciprocating		Engine Manufacturer: Franklin		Model/Series: 6A8/215/B8F		Rated Power: 215 HP
<b>- Aircraft Inspection Information</b>						
Type of Last Inspection Unknown		Date of Last Inspection		Time Since Last Inspection Hours		Airframe Total Time 471 Hours
<b>- Emergency Locator Transmitter (ELT) Information</b>						
ELT Installed?/Type		ELT Operated?		ELT Aided in Locating Accident Site?		
<b>Owner/Operator Information</b>						
Registered Aircraft Owner FLOATSOME INC.		Street Address 1313 SCOTTSVILLE ROAD				
		City ROCHESTER		State NY	Zip Code 14624	
Operator of Aircraft FLOATSOME INC.		Street Address 1313 SCOTTSVILLE ROAD				
		City ROCHESTER		State NY	Zip Code 14624	
Operator Does Business As:				Operator Designator Code:		
<b>- Type of U.S. Certificate(s) Held: None</b>						
Air Carrier Operating Certificate(s):						
Operating Certificate:			Operator Certificate:			
Regulation Flight Conducted Under: Part 91: General Aviation						
Type of Flight Operation Conducted: Ferry						

 <p><b>National Transportation Safety Board</b> <b>FACTUAL REPORT</b> <b>AVIATION</b></p>	NTSB ID: CHI01LA013
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	Occurrence Type: Accident

**First Pilot Information**

Name On File	City On File	State On File	Date of Birth	Age 46
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Sex: M	Seat Occupied: Left	Occupational Pilot? Unknown	Certificate Number:
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Certificate(s): Flight Instructor; Commercial

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

Rotorcraft/Glider/LTA: None

Instrument Rating(s): Airplane

Instructor Rating(s): Airplane Multi-engine; Airplane Single-engine; Instrument Airplane

Current Biennial Flight Review?

Medical Cert.: Class 1	Medical Cert. Status: Valid Medical--no waivers/lim.	Date of Last Medical Exam: 01/2000
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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	2300	5	1000	1300	100	50	90			
Pilot In Command(PIC)	1150	5	950	150	40	25				
Instructor	700		550	150	20		10			
Instruction Received										
Last 90 Days	200	5	7	193	10	2	2			
Last 30 Days	75	5	7	68	3	1				
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 DLL	Departure Time 0800	Time Zone CDT
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Destination BATAVIA	State NY	Airport Identifier GVQ	
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Type of Clearance: None

Type of Airspace: Class G

**Weather Information**

Source of Wx Information:

 <p><b>National Transportation Safety Board</b> <b>FACTUAL REPORT</b> <b>AVIATION</b></p>	NTSB ID: CHI01LA013
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**Weather Information**

WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
DLL	0810	CDT	976 Ft. MSL	1 NM	135 Deg. Mag.
Sky/Lowest Cloud Condition: Scattered			11000 Ft. AGL	Condition of Light: Day	
Lowest Ceiling: None			0 Ft. AGL	Visibility: 10 SM	Altimeter: 30.00 "Hg
Temperature: 52 °C	Dew Point: 36 °C	Weather Conditions at Accident Site: Visual Conditions			
Wind Direction: 190	Wind Speed: 7	Wind Gusts:			
Visibility (RVR): 0 Ft.	Visibility (RVV) 0 SM				
Precip and/or Obscuration:					

**Accident Information**

Aircraft Damage: Substantial	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				1	1
- TOTAL ABOARD -				2	2
Other Ground	0	0	0		0
- GRAND TOTAL -	0	0	0	2	2

National Transportation Safety Board

**FACTUAL REPORT**

**AVIATION**



NTSB ID: CHI01LA013

Occurrence Date: 10/12/2000

Occurrence Type: Accident

Administrative Information

Investigator-In-Charge (IIC)

EDWARD F. MALINOWSKI

Additional Persons Participating in This Accident/Incident Investigation:

KAREN KRUEGER

MILWAUKEE, WI