

National Transportation Safety Board

Office of Aviation Safety

Washington, DC 20594



CEN24LA119

EXAMINATION SUMMARY

March 6, 2024

TABLE OF CONTENTS

A. ACCIDENT	3
B. EXAMINATION SUMMARY	3
C. SUMMARY	3
D. DETAILS OF THE EXAMINATION.....	4
1.0 AIRFRAME EXAMINATION.....	4
1.1 Wings	4
1.2 Fuel/Fuel System.....	4
1.3 Other Systems	4
2.0 ENGINE EXAMINATION	4
3.0 PROPELLER EXAMINATION	5

A. ACCIDENT

Location: Sextonville, Wisconsin
Date: February 22, 2024
Time: 1800 central standard time
Airplane: Zenith 750 STOL, N750WW

B. EXAMINATION SUMMARY

IIC	Brian Rutt NTSB Denver, Colorado
Group Member	Howard L. Gordon FAA Milwaukee, Wisconsin
Group Member	John M. Smith FAA Milwaukee, Wisconsin
Group Member	Nicholas J. Holmes FAA Milwaukee, Wisconsin

C. SUMMARY

On February 22, 2024 at 1800 central standard time, a Zenith 750 STOL, N750WW, was substantially damaged when it was involved in an accident near Sextonville, Wisconsin. The pilot was airlifted with serious injuries. The airplane was operated as a Title 14 *Code of Federal Regulations* part 91 personal flight.

A witness in the area reported seeing the airplane as it was departing Richland Airport (93C), Richland Center, Wisconsin. The witness reported that the airplane was flying about 60 ft above ground level (agl) and climbed to about 100 ft agl followed by a descending, shallow left turn. The witness did not hear any engine noise and thought that the propeller was not spinning. The witness noted that the airplane was traveling very slow and then dropped straight down. At 1802, the witness made a 911 call and rendered aid to the pilot. An odor of fuel was evident at the accident site.

According to the pilot, he intended to remain in the traffic pattern, however, he has no memory of the accident flight.

D. DETAILS OF THE EXAMINATION

1.0 Airframe Examination

No preimpact anomalies were found with the airframe or flight controls.

1.1 Wings

The left wing was impact separated; the right wing was removed to facilitate recovery.

1.2 Fuel/Fuel System

The airplane was equipped with a fuel tank in each wing. The fuel selector had four (4) detents; two for fuel ON, two for fuel OFF. The fuel selector was found in the ON position. Usable fuel in the right wing tank, consistent with 100 low-lead aviation fuel, was found at the scene and collected. All fuel was found to be clear of debris and water. The airplane was equipped with a Rotec throttle body injector carburetor. No anomalies were found with the fuel/fuel system.

1.3 Other Systems

A nitrous oxide system was installed in the airplane September 2023. No anomalies were found with the Nitrous Oxide system.

2.0 Engine Examination

The airplane was equipped with a 6-cylinder Corvair engine. The engine remained attached to the fuselage. No blockages were found in the exhaust or induction systems. Adequate oil quantity was indicated on the dipstick. All spark plugs sparked when the propeller was rotated with each ignition source when external power was supplied. The battery was found detached from the connecting wires. The negative connecting wire was broken at the ring terminal due to impact forces. The remaining portion of the negative ring terminal was found attached by the terminal bolt to the negative terminal of the battery. The battery was tested at 12.6 volts DC as found.

Examination of the alternator revealed that the rotating magnet assembly slipped on the shaft when the drive coupling was rotated by hand. The torque nut was tightened, and the alternator functioned normally. Further examination of the alternator revealed rotational scoring of the drive plate adapter and the magnet assembly. There was no washer between the drive plate adapter and the magnet assembly housing.

The alternator and voltage regulator were tested with no anomalies found.

3.0 Propeller Examination

The airplane was equipped with a Warp Drive 2-blade carbon fiber propeller. One blade was impact separated at the hub; the other blade remained attached. Both propeller blades showed no rotational scoring, and non-symmetrical damage, consistent with the propeller not rotating at impact.

Submitted by:

Brian Rutt
Air Safety Investigator