



Aviation Investigation Final Report

Location:	Rosendale, Wisconsin	Accident Number:	GAA19CA245
Date & Time:	May 6, 2019, 12:20 Local	Registration:	N2101H
Aircraft:	Ercoupe 415 C	Aircraft Damage:	Substantial
Defining Event:	Turbulence encounter	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that he made an off-airport precautionary landing due to turbulent conditions. During the landing roll in a pasture, the airplane's nose landing gear impacted a fence, and the airplane nosed over.

The airplane sustained substantial damage to the fuselage and both wings.

The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's selection of unsuitable terrain for an off-airport precautionary landing, which resulted in impact with a fence and a nose-over.

Findings

Personnel issues	Decision making/judgment - Pilot
Environmental issues	Fence/fence post - Effect on operation

Factual Information

History of Flight

Enroute-cruise	Turbulence encounter (Defining event)
Landing	Off-field or emergency landing
Landing-landing roll	Collision with terr/obj (non-CFIT)
Landing-landing roll	Nose over/nose down

Pilot Information

Certificate:	Private	Age:	70,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Sport pilot	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	January 20, 2018
Flight Time:	(Estimated) 1174 hours (Total, all aircraft), 547 hours (Total, this make and model), 1174 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Ercoupe	Registration:	N2101H
Model/Series:	415 C	Aircraft Category:	Airplane
Year of Manufacture:	1946	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	2724
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	July 1, 2018 Annual	Certified Max Gross Wt.:	897 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2700 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	C-75-12
Registered Owner:		Rated Power:	85 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KOSH, 782 ft msl	Distance from Accident Site:	9 Nautical Miles
Observation Time:	19:53 Local	Direction from Accident Site:	47°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	None / Clear air
Wind Direction:	80°	Turbulence Severity Forecast/Actual:	N/A / Severe
Altimeter Setting:	30.06 inches Hg	Temperature/Dew Point:	13°C / 4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Pulaski, WI (92C)	Type of Flight Plan Filed:	None
Destination:	Juneau, WI (UNU)	Type of Clearance:	None
Departure Time:	10:00 Local	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	43.880554,-88.710556(est)

Administrative Information

Investigator In Charge (IIC):	Gutierrez, Eric
Additional Participating Persons:	Todd Davis; FAA; Milwaukee, WI
Original Publish Date:	March 3, 2020
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=99383

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).