



National Transportation Safety Board Aviation Accident Data Summary

Location:	RUSH CITY, MN	Accident Number:	CHI95FA114
Date & Time:	04/02/1995, 1208 CDT	Registration:	N56349
Aircraft:	MAULE M-5-235C	Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

A WITNESS REPORTED THAT SHE OBSERVED THE AIRPLANE AS IT ENTERED THE TRAFFIC PATTERN. SHE DESCRIBED THE AIRPLANE BOUNCING AND ROLLING, AND THAT IT 'WOBBLED' FROM SIDE TO SIDE, THEN DESCEND ABRUPTLY TOWARD THE GROUND. THE AIRPORT MANAGER ESTIMATED THE WINDS WERE 'FROM THE SOUTHEAST AND GUSTING TO ABOUT THIRTY KNOTS.' EXAMINATION OF THE WRECKAGE REVEALED NO EVIDENCE OF PREIMPACT MALFUNCTION. THE PILOT HAD BEEN ISSUED A PRIVATE PILOT CERTIFICATE 7 MONTHS PRIOR TO THE ACCIDENT. AT THE TIME OF APPLICATION THE PILOT LISTED 64.7 TOTAL FLIGHT HOURS. TOXICOLOGICAL TESTS REVEALED 0.021 UG/ML CHLORPHENIRAMINE AND 0.098 UG/ML DIPHENHYDRAMINE IN THE BLOOD SPECIMEN. THERAPEUTIC LEVELS ARE 0.016-0.070 AND 0.100 RESPECTIVELY. CHLORPHENIRAMINE AND DIPHENHYDRAMINE ARE ACTIVE INGREDIENTS IN MANY NONPRESCRIPTION COLD AND ALLERGY MEDICATIONS, AND CAN CAUSE DROWSINESS.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S POOR JUDGMENT IN ATTEMPTING TO LAND IN THE EXISTING WIND CONDITIONS. HIS LACK OF EXPERIENCE WAS A FACTOR.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: LANDING

Findings

1. (C) WEATHER CONDITION - HIGH WIND
2. (C) JUDGMENT - POOR - PILOT IN COMMAND
3. (F) LACK OF EXPERIENCE - PILOT IN COMMAND
4. USE OF INAPPROPRIATE MEDICATION/DRUG - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING

Pilot Information

Certificate:	Private	Age:	49
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	120 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MAULE	Registration:	N56349
Model/Series:	M-5-235C M-5-235C	Engines:	1 Reciprocating
Operator:	ROBERT W. MEYERS	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	O-540-J1A5D
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	CBG, 945 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	15 knots / 30 knots, 160°
Temperature:	7°C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	ST. PAUL, MN (21D)	Destination:	

Airport Information

Airport:	RUSH CITY MUNICIPAL (54Y)	Runway Surface Type:	Asphalt
Runway Used:	15	Runway Surface Condition:	Dry
Runway Length/Width:	3200 ft / 75 ft		

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): WESLEY M ROBBINS Adopted Date: 01/19/1996

Investigation Docket: NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov, or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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