



National Transportation Safety Board Aviation Accident Data Summary

Location:	WEBSTER, WI	Accident Number:	CHI94FA001
Date & Time:	10/02/1993, 1110 CDT	Registration:	N4421D
Aircraft:	BEECH G35	Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

RADAR DATA SHOWED THE AIRPLANE WAS CRUISING AT ABOUT 7500' MSL & 190 KTS GROUND SPEED & TRACKING ABOUT 140 DEGREES, WHEN IT BEGAN TO DESCEND. THE LAST RECORDED ALTITUDE WAS ABOUT 6500' MSL. WITNESSES HEARD A LOUD NOISE, THEN SAW THE AIRPLANE & DEBRIS FROM THE PLANE FALLING TO THE GROUND. THEY WERE UNABLE TO JUDGE THE AIRPLANE'S ALTITUDE WHEN IT BROKE UP. WRECKAGE WAS SCATTERED OVER A DISTANCE OF ABOUT 1.3 MILES. AN EXAM REVEALED THE V-TAIL STABILIZERS & WINGS HAD SEPARATED IN FLIGHT. THERE WAS EVIDENCE THE STABILIZERS HAD FAILED IN A DOWNWARD DIRECTION. THE RIGHT WING SEPARATED FROM THE FUSELAGE AT THE WING ROOT, & THE LEFT WING HAD SEPARATED IN 3 MAIN PIECES; THERE WAS EVIDENCE ON THE FRONT SPAR CARRY-THROUGH STRUCTURE THAT THE WINGS HAD FAILED IN A DOWNWARD DIRECTION. BOTH FRONT SEAT BELTS WERE INTACT, BUT UNLATCHED, WITH NO EVIDENCE OF DEFORMATION; THE PILOT WAS THROWN FROM THE AIRPLANE DURING THE ACCIDENT. NO PRE-ACCIDENT ANOMALIES OF THE AIRFRAME WERE FOUND.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: IN-FLIGHT BREAKUP OF THE AIRPLANE FOR AN UNDETERMINED REASON.

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: DESCENT

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED
2. V-TAIL STABILIZER - OVERLOAD
3. V-TAIL STABILIZER - SEPARATION
4. WING - OVERLOAD
5. WING - SEPARATION
6. SEAT BELT - NOT USED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	38
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane
Flight Time:	3900 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N4421D
Model/Series:	G35 G35	Engines:	1 Reciprocating
Operator:	BEMIDJI AVIATION SERVICES, INC	Engine Manufacturer:	CONTINENTAL
Operating Certificate(s) Held:	None	Engine Model/Series:	IO-470-N
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:	DLH, 1428 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	12 knots / 20 knots, 300°
Temperature:	1°C	Visibility	15 Miles
Precipitation and Obscuration:			
Departure Point:	BIMIDJI, MN (BJI)	Destination:	RICE LAKE, WI (RIE)

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	STEPHEN A WILSON	Adopted Date:	12/02/1994
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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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.

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