



National Transportation Safety Board Aviation Accident Final Report

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| Location: | NEW HOLSTEIN, WI | Accident Number: | CHI91LA054 |
| Date & Time: | 01/01/1991, 1400 CST | Registration: | N55409 |
| Aircraft: | CESSNA 172P | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 2 None |

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE PILOT DECIDED TO MAKE AN UNPLANNED LANDING AT AN UNCONTROLLED AIRPORT. DURING THE FLYOVER INSPECTION OF THE AIRPORT THE PILOT WAS NOT ABLE TO IDENTIFY CLEAR ICE ON THE RUNWAY SURFACE. WHILE FLYING ON FINAL APPROACH THE PILOT BECAME AWARE OF THE ICE. HE DECIDED TO TOUCHDOWN AT A 'SLOW SPEED' AND USED FULL FLAPS IN A DIRECT LEFT CROSSWIND. THE PILOT STATED HE USED A CRAB TO SLIP METHOD FOR LANDING IN THE CROSSWIND AND WENT TO THE SIDE SLIP ABOUT 2 TO 3 FEET ABOVE THE GROUND. UPON TOUCHDOWN, THE AIRPLANE YAWED LEFT AND WAS SUBSTANTIALLY DAMAGED WHEN IT SLID RIGHT INTO A SNOWBANK.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S DECISION TO CONTINUE THE LANDING APPROACH, LANDING ON AN ICE COVERED RUNWAY AND THE INADEQUATE COMPENSATION FOR THE CROSSWIND.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. TERRAIN CONDITION - ICY
 2. (C) GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
 3. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

4. TERRAIN CONDITION - SNOWBANK

Factual Information

Pilot Information

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|----------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|----------------------------|
| Certificate: | Private | Age: | 46, Male |
| Airplane Rating(s): | Single-engine Land | Seat Occupied: | Unknown |
| Other Aircraft Rating(s): | None | Restraint Used: | Seatbelt, Shoulder harness |
| Instrument Rating(s): | None | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Class 3 Valid Medical--no waivers/lim. | Last FAA Medical Exam: | 07/10/1989 |
| Occupational Pilot: | | Last Flight Review or Equivalent: | |
| Flight Time: | 210 hours (Total, all aircraft), 140 hours (Total, this make and model), 150 hours (Pilot In Command, all aircraft), 16 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--------------------------|---------------------------------------|-----------------|
| Aircraft Make: | CESSNA | Registration: | N55409 |
| Model/Series: | 172P 172P | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | No |
| Airworthiness Certificate: | Normal; Utility | Serial Number: | 17275176 |
| Landing Gear Type: | Tricycle | Seats: | 4 |
| Date/Type of Last Inspection: | 11/06/1990, 100 Hour | Certified Max Gross Wt.: | 2300 lbs |
| Time Since Last Inspection: | 66 Hours | Engines: | 1 Reciprocating |
| Airframe Total Time: | 4649 Hours | Engine Manufacturer: | LYCOMING |
| ELT: | Installed, not activated | Engine Model/Series: | O-320-D2J |
| Registered Owner: | STICK AND RUDDER CLUB | Rated Power: | 150 hp |
| Operator: | STICK AND RUDDER CLUB | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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|----------------------------------|----------------------------|-----------------------------------------|-------------------|
| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Day |
| Observation Facility, Elevation: | OSH, 808 ft msl | Distance from Accident Site: | 19 Nautical Miles |
| Observation Time: | 1545 CST | Direction from Accident Site: | 98° |
| Lowest Cloud Condition: | Thin Broken / 15000 ft agl | Visibility | 10 Miles |
| Lowest Ceiling: | None / 0 ft agl | Visibility (RVR): | 0 ft |
| Wind Speed/Gusts: | 10 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 230° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | | Temperature/Dew Point: | -18°C / -18°C |
| Precipitation and Obscuration: | | | |
| Departure Point: | APPLETON, WI (ATW) | Type of Flight Plan Filed: | None |
| Destination: | | Type of Clearance: | None |
| Departure Time: | 1330 CST | Type of Airspace: | Class G |

Airport Information

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|----------------------|--------------------|---------------------------|-----------|
| Airport: | NEW HOLSTEIN (8D1) | Runway Surface Type: | Asphalt |
| Airport Elevation: | 992 ft | Runway Surface Condition: | Ice |
| Runway Used: | 32 | IFR Approach: | None |
| Runway Length/Width: | 3600 ft / 75 ft | VFR Approach/Landing: | Full Stop |

Wreckage and Impact Information

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|---------------------|--------|----------------------|-------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | 1 None | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 2 None | Latitude, Longitude: | |

Administrative Information

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|-----------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|------------|
| Investigator In Charge (IIC): | Frank S Gattolin | Report Date: | 12/04/1992 |
| Additional Participating Persons: | ROBERT BRANDT | | |
| Publish Date: | | | |
| 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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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](#).