



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	MILWAUKEE, WI	<b>Accident Number:</b>	CHI86LA097
<b>Date &amp; Time:</b>	03/01/1986, 1516 CST	<b>Registration:</b>	N80167
<b>Aircraft:</b>	CESSNA 172M	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	4 Serious
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

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## Analysis

THE AIRCRAFT WAS APPROXIMATELY 180 LBS OVER MAX RECOMMENDED TAKEOFF GROSS WEIGHT AND USED ALMOST ALL OF A 3560 FOOT RUNWAY TO TAKE OFF. THE PILOT STATED THAT AFTER LIFTOFF THE AIRCRAFT WOULD NOT TURN LEFT AND BEGAN TO TURN RIGHT ON ITS OWN. HE CLIMBED TO APPROX 150 FEET AND BEGAN TO SETTLE BACK TOWARD THE GROUND IN THIS CONTINUOUS RIGHT TURN. HE THEN STRUCK A UTILITY POLE THEN THE GROUND. AN ENGINE TEARDOWN REVEALED NOTHING THAT WOULD HAVE CAUSED AN INFLIGHT ENGINE PROBLEM. THE PILOT WAS FLYING ON AN EXPIRED MEDICAL CERTIFICATION AND DID NOT HAVE A BIENNIAL FLIGHT REVIEW WITHIN THE LAST 24 MONTHS. IN ADDITION, THE AIRCRAFT HAD NOT HAD AN ANNUAL INSPECTION SINCE 1981.

## Probable Cause and Findings

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

## Findings

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Occurrence #1: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: DESCENT - UNCONTROLLED

### Findings

1. (F) OBJECT - UTILITY POLE
2. (F) AIRCRAFT WEIGHT AND BALANCE - DISREGARDED - PILOT IN COMMAND
3. (C) COMPLACENCY - PILOT IN COMMAND
4. (F) PERFORMANCE DATA - DISREGARDED - PILOT IN COMMAND
5. (C) OVERCONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
6. (C) AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
7. (C) JUDGMENT - POOR - PILOT IN COMMAND

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

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	47, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 3 Expired	<b>Last FAA Medical Exam:</b>	08/21/1981
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>			

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N80167
<b>Model/Series:</b>	172M 172M	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	17266415
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	10/01/1983, Annual	<b>Certified Max Gross Wt.:</b>	2300 lbs
<b>Time Since Last Inspection:</b>	124 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-320-E2D
<b>Registered Owner:</b>	BRIAN BRUCKNER	<b>Rated Power:</b>	150 hp
<b>Operator:</b>	BRIAN BRUCKNER	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MKE, 723 ft msl	Distance from Accident Site:	2 Nautical Miles
Observation Time:	1524 CST	Direction from Accident Site:	310°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	7 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	0°C / -6°C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1514 CST	Type of Airspace:	Class D

## Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:	3 Serious	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Total Injuries:	4 Serious	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	B BENZON	Report Date:	
Additional Participating Persons:	W. COPPERNOLL; MILWAUKEE, WI		
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 <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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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](#).