



# National Transportation Safety Board Aviation Accident Data Summary

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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>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

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

## Findings

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

## Pilot Information

Certificate:	Private	Age:	47
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None

Flight Time:

## Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N80167
Model/Series:	172M 172M	Engines:	1 Reciprocating
Operator:	BRIAN BRUCKNER	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	O-320-E2D
Flight Conducted Under:	Part 91: General Aviation - Business		

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MKE, 723 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	10 knots / , 240°
Temperature:	0° C	Visibility	7 Miles
Precipitation and Obscuration:			
Departure Point:		Destination:	

## 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

Latitude, Longitude:

## Administrative Information

Investigator In Charge (IIC):	B BENZON	Adopted Date:	
Investigation Docket:	NTSB accident and incident docket 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:pubinq@ntsb.gov">pubinq@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> .		

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.

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