



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	MARQUETTE, MI	<b>Accident Number:</b>	CHI86LA136
<b>Date &amp; Time:</b>	05/01/1986, 1131 EDT	<b>Registration:</b>	N313R
<b>Aircraft:</b>	CESSNA 404	<b>Injuries:</b>	3 None
<b>Flight Conducted Under:</b>	Part 91F: Special Flt Ops.		

## Analysis

THE ACFT WAS LANDED ON SNOW COVERED RWY 26 WITH WINDS FROM 300 DEGS AT 20 KTS GUSTING TO 30 KTS. DIRECTIONAL CONTROL OF THE ACFT WAS LOST DURING THE FIRST THIRD OF THE LANDING ROLL AND IT TRAVELED OFF THE LEFT SIDE OF THE RWY. THE ACFT ENTERED SOFT TERRAIN AND THE NOSE GEAR COLLAPSED.

## Probable Cause

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

## Findings

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

### Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (F) TERRAIN CONDITION - SNOW COVERED
3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: OVERRUN

Phase of Operation: LANDING - ROLL

### Findings

4. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

## Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Instructor; Commercial	<b>Age:</b>	29
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine
<b>Flight Time:</b>	7087 hours (Total, all aircraft), 2734 hours (Total, this make and model), 2200 hours (Pilot In Command, all aircraft), 265 hours (Last 90 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N313R
<b>Model/Series:</b>	404 404	<b>Engines:</b>	2 Reciprocating
<b>Operator:</b>	NORTHERN AIR SERVICE	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)	<b>Engine Model/Series:</b>	GTSIO-520-M
<b>Flight Conducted Under:</b>	Part 91F: Special Flt Ops.		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Instrument Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	MQT, 1419 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Overcast / 500 ft agl	<b>Wind Speed/Gusts, Direction:</b>	20 knots / 30 knots, 320°
<b>Temperature:</b>		<b>Visibility</b>	2 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	IRON MOUNTAIN, MI (IMT)	<b>Destination:</b>	MARQUETTE, MI (MQT)

## Airport Information

<b>Airport:</b>	MARQUETTE (MQJ)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	26	<b>Runway Surface Condition:</b>	Snow--wet
<b>Runway Length/Width:</b>	6500 ft / 150 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None

Latitude, Longitude:

## Administrative Information

<b>Investigator In Charge (IIC):</b>	EDWARD J MCAVOY	<b>Adopted Date:</b>	
<b>Investigation Docket:</b>	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: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.

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.