



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	KENOSHA, WI	<b>Accident Number:</b>	CHI86LA022
<b>Date &amp; Time:</b>	11/01/1985, 1830 CST	<b>Registration:</b>	N92302
<b>Aircraft:</b>	CESSNA 182N	<b>Injuries:</b>	1 Serious
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

ACCORDING TO THE PILOT THE FLIGHT FROM TOLEDO TO THE KENOSHA AREA WAS UNEVENTFUL. DURING THE VOR APPROACH TO RWY 14 (APPROX 2 MILES FROM THE END OF THE RUNWAY) THE AIRCRAFT IMPACTED THE GROUND AND WAS DESTROYED. THE PILOT STATED THAT THE LAST THING HE REMEMBERED BEFORE IMPACT WAS SEEING 1100 FEET MSL ON HIS ALTIMETER. HE WAS USING THE CORRECT ALTIMETER SETTING. THE ALTIMETER WAS LATER GIVEN A COMPLETE SCALE ERROR CHECK AT AN INDEPENDENT AVIONICS REPAIR FACILITY. THE RESULTS OF THIS TEST INDICATED AN ERROR RANGE OF -400 FT AT A SIMULATED ALTITUDE OF 1000 FT TO -950 FT AT A SIMULATED ALTITUDE OF 20000 FT. IT IS A NON-ENCODING ALTIMETER AND WAS LAST CHECKED BY A CERTIFIED REPAIR STATION APPROXIMATELY 19 MONTHS PRIOR TO THE ACCIDENT.

## Probable Cause

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

## Findings

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

### Findings

1. (F) FLIGHT/NAV INSTRUMENTS,ALTIMETER - FALSE INDICATION
2. (C) MAINTENANCE,INSPECTION - NOT OBTAINED - PILOT IN COMMAND
3. (C) MAINTENANCE,CALIBRATION - NOT OBTAINED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

## Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	50
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine
<b>Flight Time:</b>	2600 hours (Total, all aircraft), 175 hours (Total, this make and model), 2500 hours (Pilot In Command, all aircraft), 22 hours (Last 90 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N92302
<b>Model/Series:</b>	182N 182N	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	MARSHALL H. DION	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-470R
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Instrument Conditions	<b>Condition of Light:</b>	Night/Dark
<b>Observation Facility, Elevation:</b>	, 0 ft msl	<b>Weather Information Source:</b>	Witness
<b>Lowest Ceiling:</b>	Overcast / 500 ft agl	<b>Wind Speed/Gusts, Direction:</b>	/ ,
<b>Temperature:</b>	7° C	<b>Visibility</b>	2 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	TOLDEO, OH (TOL)	<b>Destination:</b>	KENOSHA, WI (ENW)

## Airport Information

<b>Airport:</b>	KENOSHA MUNICIPAL (ENW)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	14	<b>Runway Surface Condition:</b>	Wet
<b>Runway Length/Width:</b>	4200 ft / 75 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

Investigator In Charge (IIC): ROBERT BENZON

Adopted 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](mailto: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.