



Aviation Investigation Final Report

Location:	SOLON SPRINGS, Wisconsin	Accident Number:	CHI83LA131
Date & Time:	March 9, 1983, 23:15 Local	Registration:	N5587Q
Aircraft:	MOONEY M20C	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT REPORTED THAT WHEN HE DEPARTED SOLON SPRINGS, WI AT 2100 CST, THE WEATHER WAS WINDY, BUT THE SKY WAS CLEAR. HE LANDED AT MINNEAPOLIS, MN TO PICK UP A PASSENGER, THEN DEPARTED ON A RETURN FLIGHT TO SOLON. WHILE RETURNING, HE ENCOUNTERED SNOW. THE PILOT STATED THAT DURING ARRIVAL, HE TRIED TO LAND ON RUNWAY 1, BUT COULD NOT PICK UP THE APPROACH END OF THE RUNWAY DUE TO THE DARKNESS AND CROSSWIND. REPORTEDLY, THE AIRCRAFT LANDING LIGHT WAS NOT DIRECTED ONTO THE RUNWAY IN THE RIGHT CROSSWIND. THE PILOT THEN ELECTED TO LAND DOWNWIND ON RUNWAY 19. HE ESTIMATED THAT THE WIND WAS FROM 030 DEG AT 20, GUSTING 30 KTS. DURING THE LANDING, THE AIRCRAFT SLID OFF THE END OF THE RUNWAY, WHICH WAS WET, AND COLLIDED WITH A SNOWBANK.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: APPROACH

Findings

1. (F) LIGHT CONDITION - DARK NIGHT

2. (F) WEATHER CONDITION - HIGH WIND
3. (F) WEATHER CONDITION - SNOW

Occurrence #2: OVERRUN

Phase of Operation: LANDING - ROLL

Findings

4. (C) FLIGHT TO ALTERNATE DESTINATION - NOT PERFORMED - PILOT IN COMMAND
5. (F) WEATHER CONDITION - GUSTS
6. (F) WEATHER CONDITION - TAILWIND
7. (F) TERRAIN CONDITION - WET

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Findings

8. (F) TERRAIN CONDITION - SNOWBANK

Factual Information

Pilot Information

Certificate:	Commercial	Age:	41, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	February 18, 1983
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	5473 hours (Total, all aircraft), 717 hours (Total, this make and model), 5363 hours (Pilot In Command, all aircraft), 90 hours (Last 90 days, all aircraft), 45 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MOONEY	Registration:	N5587Q
Model/Series:	M20C M20C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	2982
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	April 1, 1982 Annual	Certified Max Gross Wt.:	2575 lbs
Time Since Last Inspection:	154 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3858 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-360
Registered Owner:	JAMES L. STAELENS	Rated Power:	180 Horsepower
Operator:		Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night/dark
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	25 miles
Lowest Ceiling:	Overcast / 8000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	20 knots / 30 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	30°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-7°C / -13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	MINNEAPOLIS , MN (MSP)	Type of Flight Plan Filed:	IFR
Destination:	SOLON SPRINGS , WI (3D9)	Type of Clearance:	IFR
Departure Time:	23:15 Local	Type of Airspace:	Class E

Airport Information

Airport:	SOLON SPRINGS 3D9	Runway Surface Type:	Asphalt
Airport Elevation:	1100 ft msl	Runway Surface Condition:	Wet
Runway Used:	19	IFR Approach:	None
Runway Length/Width:	3000 ft / 60 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

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:	46.340152,-91.820556(est)

Administrative Information

Investigator In Charge (IIC): Michelangelo, James

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=12104>

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).