



Aviation Investigation Final Report

Location:	BALDWIN, Wisconsin	Accident Number:	CHI89LA051
Date & Time:	February 11, 1989, 15:45 Local	Registration:	N4028D
Aircraft:	CESSNA 182A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation		

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FAILURE OF THE PILOT TO GO AROUND WHEN HE LANDED LONG WITH TOO MUCH SPEED FOR THE CONDITIONS. FACTORS RELATED TO THE ACCIDENT WERE: THE PILOT'S EXCESSIVE AIRSPEED, HIS FAILURE TO ATTAIN THE PROPER TOUCHDOWN POINT, THE CROSSWIND, SNOWY/ICY RUNWAY CONDITIONS, AND THE SNOWBANK.

Findings

Occurrence #1: OVERRUN
Phase of Operation: LANDING - ROLL

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Occurrence #3: NOSE OVER
Phase of Operation: LANDING

Factual Information

Pilot Information

Certificate:	Commercial	Age:	19, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	March 9, 1988
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	317 hours (Total, all aircraft), 48 hours (Total, this make and model), 287 hours (Pilot In Command, all aircraft), 39 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N4028D
Model/Series:	182A 182A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	34728
Landing Gear Type:	Tricycle	Seats:	1
Date/Type of Last Inspection:	April 30, 1988 100 hour	Certified Max Gross Wt.:	2650 lbs
Time Since Last Inspection:	39 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2640 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	O-470-L
Registered Owner:	SKYDIVE, INC.	Rated Power:	230 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	MSP ,841 ft msl	Distance from Accident Site:	35 Nautical Miles
Observation Time:	14:50 Local	Direction from Accident Site:	270°
Lowest Cloud Condition:	Clear	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	15 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-2°C / -9°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(NONE)	Type of Flight Plan Filed:	VFR
Destination:	(NONE)	Type of Clearance:	None
Departure Time:	15:15 Local	Type of Airspace:	Class G

Airport Information

Airport:	BALDWIN	Runway Surface Type:	Grass/turf
Airport Elevation:	1104 ft msl	Runway Surface Condition:	Ice;Snow
Runway Used:	18	IFR Approach:	
Runway Length/Width:	2500 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Reeves, Jodi
Additional Participating Persons:	V. HARRIS; MINNEAPOLIS , MN
Original Publish Date:	March 25, 1991
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=14325

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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](#).