



# Aviation Investigation Final Report

<b>Location:</b>	WHEELING, Illinois	<b>Accident Number:</b>	CHI90LA082
<b>Date &amp; Time:</b>	February 15, 1990, 08:00 Local	<b>Registration:</b>	N6186X
<b>Aircraft:</b>	CESSNA T310R	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 135: Air taxi & commuter - Non-scheduled		

## Analysis

THE PILOT STATED THAT HIS TOUCHDOWN AND INITIAL ROLLOUT WERE NORMAL, BUT AS IT DECELERATED, THE AIRCRAFT BEGAN TO DRIFT TO THE LEFT. ATTEMPTS TO STOP THE DRIFT WERE INEFFECTIVE, AND THE AIRCRAFT DEPARTED THE LEFT SIDE OF THE RUNWAY INTO A SNOWBANK. THE LANDING RUNWAY WAS SLIPPERY AND SNOW COVERED, AND THERE WAS A TWELVE KNOT DIRECT CROSSWIND FROM THE RIGHT. BRAKING ACTION HAD BEEN REPORTED AS FAIR TO POOR.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: PILOT'S INABILITY TO MAINTAIN DIRECTIONAL DURING THE LANDING PHASE OF FLIGHT. THE SLIPPERY, SNOW COVERED RUNWAY, AND A TWELVE KNOT DIRECT CROSSWIND CONTRIBUTED TO THE ACCIDENT.

## Findings

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

### Findings

1. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ICY
2. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED
3. (F) WEATHER CONDITION - CROSSWIND
4. (C) COMPENSATION FOR WIND CONDITIONS - NOT POSSIBLE - PILOT IN COMMAND

5. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

Findings

6. (F) TERRAIN CONDITION - SNOWBANK

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	35, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine; Instrument airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	2695 hours (Total, all aircraft), 47 hours (Total, this make and model), 2144 hours (Pilot In Command, all aircraft), 48 hours (Last 90 days, all aircraft), 43 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N6186X
<b>Model/Series:</b>	T310R T310R	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	310R1325
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	February 10, 1990 Annual	<b>Certified Max Gross Wt.:</b>	5500 lbs
<b>Time Since Last Inspection:</b>	19 Hrs	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	7413 Hrs	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-520-M
<b>Registered Owner:</b>	CENTRAL SKYPORT	<b>Rated Power:</b>	285 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	On-demand air taxi (135)
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	PWK ,647 ft msl	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	07:25 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Unknown	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Overcast / 1500 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	18 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	60°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	-2°C / -4°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	ALLEGHENY CO. , PA (AGC )	<b>Type of Flight Plan Filed:</b>	IFR
<b>Destination:</b>	WHEELING , IL (PWK )	<b>Type of Clearance:</b>	IFR
<b>Departure Time:</b>	05:30 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>	PALWAUKEE PWK	<b>Runway Surface Type:</b>	Asphalt;Snow
<b>Airport Elevation:</b>	647 ft msl	<b>Runway Surface Condition:</b>	Snow
<b>Runway Used:</b>	34	<b>IFR Approach:</b>	Circling;ILS
<b>Runway Length/Width:</b>	5137 ft / 100 ft	<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	42.129707,-87.920967(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Reeves, Jodi
<b>Additional Participating Persons:</b>	R      MCADAMS; W. CHICAGO , IL
<b>Original Publish Date:</b>	September 4, 1992
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=14633">https://data.nts.gov/Docket?ProjectID=14633</a>

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