



# Aviation Investigation Final Report

<b>Location:</b>	OSCEOLA, Wisconsin	<b>Accident Number:</b>	CHI91FA088
<b>Date &amp; Time:</b>	February 3, 1991, 12:30 Local	<b>Registration:</b>	N4676R
<b>Aircraft:</b>	PIPER PA-28-140	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	2 Fatal
<b>Flight Conducted Under:</b>	Part 91: General aviation - Instructional		

## Analysis

THE PLTS OF 2 CESSNA 182 ACFT TOOK OFF FROM RWY 10 IN FORMATION. ONE OF THESE, N6384A, HAD 4 SKYDIVERS ABOARD. AFTER TAKEOFF, THE PLT OF N6384A DISCONTINUED FORMATION FLT & DEP'D TO THE SE, WHILE THE OTR CESSNA DEP'D NE. AT ABOUT THE SAME TIME, A PIPER PA-28, N4676R, WAS APCHG THE ARPT WITH A DUAL STUDENT & INSTRUCTOR (CFI) ABOARD. SUBSEQUENTLY, THE 2 ACFT CONVERGED & COLLIDED ABOUT 1-1/2 MI SE OF THE ARPT. NO KNOWN WITNESS SAW THE COLLISION; THE ALTITUDE & HEADINGS OF THE ACFT WERE NOT VERIFIED. DURING IMPACT, THE 2 ACFT BECAME ENTANGLED & THEY IMPACTED THE GROUND AT THE SAME LOCATION. AN INVESTIGATION REVEALED EVIDENCE THAT THE HIGH WING CESSNA & THE LOW WING PA-28 CONVERGED LATERALLY, WHILE ON FLT PATHS THAT ANGLED TOWARD EACH OTHER.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FAILURE OF THE PILOTS IN BOTH AIRCRAFT TO SEEING-AND-AVOID THE OTHER AIRPLANE.

## Findings

Occurrence #1: MIDAIR COLLISION  
Phase of Operation: APPROACH

Findings

1. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
2. (C) VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial; Flight instructor	<b>Age:</b>	32, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 1 Valid Medical--w/ waivers/lim	<b>Last FAA Medical Exam:</b>	October 3, 1990
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	539 hours (Total, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N4676R
<b>Model/Series:</b>	PA-28-140 PA-28-140	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	28-21433
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	1950 lbs
<b>Time Since Last Inspection:</b>	0 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, activated	<b>Engine Model/Series:</b>	O-320-E2A
<b>Registered Owner:</b>	TIMOTHY SCHMECKPEPER	<b>Rated Power:</b>	150 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<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>	MSP ,841 ft msl	<b>Distance from Accident Site:</b>	34 Nautical Miles
<b>Observation Time:</b>	12:50 Local	<b>Direction from Accident Site:</b>	43°
<b>Lowest Cloud Condition:</b>	Unknown	<b>Visibility</b>	15 miles
<b>Lowest Ceiling:</b>	Overcast / 25000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	15 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	220°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	-18°C / -18°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	ANOKA , MN (AOE )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	(OEO )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	00:00 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	L.O.SIMENSTAD MUNI OEO	<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>	903 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 Fatal	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 Fatal	<b>Latitude, Longitude:</b>	45.310859,-92.689926(est)

## Administrative Information

**Investigator In Charge (IIC):** Gattolin, Frank

**Additional Participating Persons:**

**Original Publish Date:** May 15, 1992

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=14892>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).



# Aviation Investigation Final Report

<b>Location:</b>	OSCEOLA, Wisconsin	<b>Accident Number:</b>	CHI91FA088
<b>Date &amp; Time:</b>	February 3, 1991, 12:30 Local	<b>Registration:</b>	N6384A
<b>Aircraft:</b>	CESSNA 182	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	5 Fatal
<b>Flight Conducted Under:</b>	Part 91: General aviation - Skydiving		

## Analysis

THE PLTS OF 2 CESSNA 182 ACFT TOOK OFF FROM RWY 10 IN FORMATION. ONE OF THESE, N6384A, HAD 4 SKYDIVERS ABOARD. AFTER TAKEOFF, THE PLT OF N6384A DISCONTINUED FORMATION FLT & DEP'D TO THE SE, WHILE THE OTR CESSNA DEP'D NE. AT ABOUT THE SAME TIME, A PIPER PA-28, N4676R, WAS APCHG THE ARPT WITH A DUAL STUDENT & INSTRUCTOR (CFI) ABOARD. SUBSEQUENTLY, THE 2 ACFT CONVERGED & COLLIDED ABOUT 1-1/2 MI SE OF THE ARPT. NO KNOWN WITNESS SAW THE COLLISION; THE ALTITUDE & HEADINGS OF THE ACFT WERE NOT VERIFIED. DURING IMPACT, THE 2 ACFT BECAME ENTANGLED & THEY IMPACTED THE GROUND AT THE SAME LOCATION. AN INVESTIGATION REVEALED EVIDENCE THAT THE HIGH WING CESSNA & THE LOW WING PA-28 CONVERGED LATERALLY, WHILE ON FLT PATHS THAT ANGLED TOWARD EACH OTHER.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FAILURE OF THE PILOTS IN BOTH AIRCRAFT TO SEEING-AND-AVOID THE OTHER AIRPLANE.

## Findings

Occurrence #1: MIDAIR COLLISION  
Phase of Operation: CLIMB

Findings

1. (C) VISUAL LOOKOUT - INADEQUATE - DUAL STUDENT
2. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND(CFI)
3. (C) VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	41, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 2 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1200 hours (Total, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N6384A
<b>Model/Series:</b>	182 182	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	33184
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	2550 lbs
<b>Time Since Last Inspection:</b>	0 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, activated	<b>Engine Model/Series:</b>	O-470-L
<b>Registered Owner:</b>	PATRICK R. QUASCHNICK	<b>Rated Power:</b>	230 Horsepower
<b>Operator:</b>	PATRICK R. QUASCHNICK	<b>Operating Certificate(s) Held:</b>	None



## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	MSP ,841 ft msl	<b>Distance from Accident Site:</b>	34 Nautical Miles
<b>Observation Time:</b>	12:50 Local	<b>Direction from Accident Site:</b>	43°
<b>Lowest Cloud Condition:</b>	Unknown	<b>Visibility</b>	15 miles
<b>Lowest Ceiling:</b>	Overcast / 25000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	15 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	220°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	-18°C / -18°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	(OEO )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	12:25 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	L.O.SIMENSTAD MUNI OEO	<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>	903 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Fatal	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>	4 Fatal	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	5 Fatal	<b>Latitude, Longitude:</b>	45.310859,-92.689926(est)

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