



Aviation Investigation Final Report

Location:	FOREST LAKE, Minnesota	Accident Number:	CHI91LA107
Date & Time:	March 5, 1991, 16:15 Local	Registration:	N29SF
Aircraft:	BEECH 55	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

THE PILOT SAID THAT DURING THE ROLL OUT AFTER LANDING HE WAS UNABLE TO STOP ON THE 2575 FOOT RUNWAY. THE SOD RUNWAY WAS COVERED WITH WATER AND ICE. THE AIRPLANE SKIDDED OFF THE END INTO A PLOWED FIELD WHICH RESULTED IN SUBSTANTIAL DAMAGE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: AN ABORTED LANDING NOT PERFORMED BY THE PILOT. FACTORS RELATED TO THE ACCIDENT WERE A RUNWAY THAT WAS WET AND ICE COVERED.

Findings

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

Findings

1. (F) TERRAIN CONDITION - ICY
 2. (F) TERRAIN CONDITION - WET
 3. (C) ABORTED LANDING - NOT PERFORMED - PILOT IN COMMAND
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Occurrence #2: OVERRUN
Phase of Operation: LANDING - ROLL

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

Certificate:	Private	Age:	49, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	February 26, 1990
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1044 hours (Total, all aircraft), 512 hours (Total, this make and model), 966 hours (Pilot In Command, all aircraft), 33 hours (Last 90 days, all aircraft), 13 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N29SF
Model/Series:	55 55	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	TC-1952
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	5100 lbs
Time Since Last Inspection:	0 Hrs	Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-550-E1B
Registered Owner:		Rated Power:	300 Horsepower
Operator:	NOL TEC SYSTEMS, INC.	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:	30 Nautical Miles
Observation Time:	15:51 Local	Direction from Accident Site:	200°
Lowest Cloud Condition:	Scattered / 6500 ft AGL	Visibility	15 miles
Lowest Ceiling:	Broken / 9500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-18°C / -18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	SPRINGFIELD , IL (SPI)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	14:15 Local	Type of Airspace:	Class G

Airport Information

Airport:	FOREST LAKE 25D	Runway Surface Type:	Grass/turf
Airport Elevation:	925 ft msl	Runway Surface Condition:	Ice;Wet
Runway Used:	13	IFR Approach:	None
Runway Length/Width:	2575 ft / 145 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:	45.270141,-92.979705(est)

Administrative Information

Investigator In Charge (IIC): Hruban, John

Additional Participating Persons: BOB CONNOWAY;

Original Publish Date: January 25, 1993

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=15022>

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](#).