



Aviation Investigation Final Report

Location:	WAUSA, Nebraska	Accident Number:	CHI91LA189
Date & Time:	June 13, 1991, 11:45 Local	Registration:	N1721C
Aircraft:	CESSNA 180	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious, 1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT SAID THAT HE ENCOUNTERED IFR FLIGHT CONDITIONS WHILE ON A PERSONAL VFR CROSS COUNTRY FLIGHT. HE ATTEMPTED TO MAKE A PRECAUTIONARY LANDING ON WHAT HE BELIEVED TO BE AN AIRSTRIP. THE AIRCRAFT COLLIDED WITH POWER LINES, THEN THE TERRAIN. THIS RESULTED IN SUBSTANTIAL AIRFRAME DAMAGE AND SERIOUS INJURIES TO THE PASSENGER. WHAT THE PILOT BELIEVED TO BE AN AIRSTRIP WAS A BYPASS BETWEEN TWO RURAL ROADS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S DELAYED DECISION TO TURN AROUND AFTER ENCOUNTERING IFR FLIGHT CONDITIONS. FACTORS WERE RESTRICTED FORWARD VISIBILITY AND POWER LINES.

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation: CRUISE

Findings

1. WEATHER CONDITION - LOW CEILING
2. (C) IN-FLIGHT PLANNING/DECISION - DELAYED - PILOT IN COMMAND
3. WEATHER CONDITION - RAIN
4. (C) VFR FLIGHT INTO IMC - ENCOUNTERED - PILOT IN COMMAND
5. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND

6. (F) VISUAL LOOKOUT - RESTRICTED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: LANDING

Findings

7. (F) OBJECT - WIRE, TRANSMISSION

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Private	Age:	77, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	August 14, 1989
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	2898 hours (Total, all aircraft), 2300 hours (Total, this make and model), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N1721C
Model/Series:	180 180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	30421
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:	0 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	O-470-K
Registered Owner:		Rated Power:	230 Horsepower
Operator:	DELMAR/CLARA LEMONS	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Day
Observation Facility, Elevation:	OFK ,1572 ft msl	Distance from Accident Site:	30 Nautical Miles
Observation Time:	11:31 Local	Direction from Accident Site:	170°
Lowest Cloud Condition:	Scattered / 3500 ft AGL	Visibility	12 miles
Lowest Ceiling:	Broken / 13000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	12 knots / 25 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-18°C / -18°C
Precipitation and Obscuration:	Moderate - None - Rain		
Departure Point:	BELOIT , KS (K61)	Type of Flight Plan Filed:	None
Destination:	YANKTON , SD (YKN)	Type of Clearance:	None
Departure Time:	10:00 Local	Type of Airspace:	

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Precautionary landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 Serious	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 1 None	Latitude, Longitude:	42.489387,-97.530006(est)

Administrative Information

Investigator In Charge (IIC): Hruban, John

Additional Participating Persons: JIM WESLEY;

Original Publish Date: March 31, 1993

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=15094>

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](#).