



# Aviation Investigation Final Report

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<b>Location:</b>	MAPLE, Wisconsin	<b>Accident Number:</b>	CHI92FA231
<b>Date &amp; Time:</b>	August 7, 1992, 15:46 Local	<b>Registration:</b>	N1947N
<b>Aircraft:</b>	CESSNA 120	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	2 Fatal
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

THE NON-INSTRUMENT RATED PRIVATE PILOT CONTACTED THE APPROACH CONTROL FACILITY AND DECLARED '...MAYDAY, MAYDAY, MAYDAY WE ARE IMC ACCIDENTAL...' THE PILOT REPORTED HE WAS NOT QUALIFIED AND THE AIRPLANE WAS NOT EQUIPPED FOR FLIGHT IN INSTRUMENT CONDITIONS. ATC ADVISED THE PILOT OF THE MINIMUM SAFE ALTITUDE IN THE AREA, AND ATTEMPTED TO GUIDE THE PILOT TO VFR CONDITIONS. ONE HOUR AND THREE MINUTES AFTER THE INITIAL RADIO CONTACT, THE PILOT STATED '...WE'RE IN TROUBLE AGAIN...VNE IS EXCEEDED.' NO FURTHER INTELLIGIBLE COMMUNICATIONS WERE RECEIVED FROM THE PILOT. THE AIRCRAFT WRECKAGE WAS SCATTERED ALONG A PATH 2,350 FEET LONG, WITH THE RIGHT WING PANEL LOCATED FARTHEST FROM THE MAIN FUSELAGE. WEATHER IN NORTHERN WISCONSIN WAS MARGINAL VFR TO IFR THROUGHOUT THE DAY OF THE ACCIDENT. A WITNESS REPORTED OBTAINING A WEATHER REPORT FOR THE PILOT AND REVIEWING IT WITH HIM A FEW HOURS PRIOR TO THE ACCIDENT.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE NON-INSTRUMENT RATED PRIVATE PILOT'S FAILURE TO MAINTAIN AIRCRAFT CONTROL.

## Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: MANEUVERING

### Findings

1. WEATHER CONDITION - FOG
2. WEATHER CONDITION - LOW CEILING
3. (F) FLIGHT INTO KNOWN ADVERSE WEATHER - PILOT IN COMMAND
4. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
5. (F) BECAME LOST/DISORIENTED - PILOT IN COMMAND
6. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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Occurrence #2: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation: MANEUVERING

### Findings

7. WING - SEPARATION
8. (C) AIRSPEED(VNE) - EXCEEDED - PILOT IN COMMAND

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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	25, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 3 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	April 29, 1992
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	125 hours (Total, all aircraft), 85 hours (Total, this make and model), 60 hours (Last 90 days, all aircraft), 30 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>	N1947N
<b>Model/Series:</b>	120 120	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	12187
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	January 2, 2000 Annual	<b>Certified Max Gross Wt.:</b>	1450 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	569 Hrs	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	C-85-12
<b>Registered Owner:</b>	DAY, DANIEL M. & PATRICK K.	<b>Rated Power:</b>	85 Horsepower
<b>Operator:</b>	DAY, DANIEL M. & PATRICK K.	<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>	Instrument (IMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	DLH ,1428 ft msl	<b>Distance from Accident Site:</b>	25 Nautical Miles
<b>Observation Time:</b>	15:57 Local	<b>Direction from Accident Site:</b>	290°
<b>Lowest Cloud Condition:</b>	Unknown	<b>Visibility</b>	1 miles
<b>Lowest Ceiling:</b>	Broken / 200 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	6 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	170°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	17°C / 16°C
<b>Precipitation and Obscuration:</b>	N/A - None - Fog		
<b>Departure Point:</b>	LADYSMITH , WI (RCX )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	DULUTH , MN (DLH )	<b>Type of Clearance:</b>	IFR
<b>Departure Time:</b>	14:00 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Fatal	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>	1 Fatal	<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>	46.580013,-91.719375(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Reeves, Jodi
<b>Additional Participating Persons:</b>	JAMES FULWOOD; MINNEAPOLIS , MN
<b>Original Publish Date:</b>	June 21, 1993
<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=15306">https://data.nts.gov/Docket?ProjectID=15306</a>

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](#).