



Aviation Investigation Final Report

Location:	MILWAUKEE, Wisconsin	Accident Number:	CHI93LA062
Date & Time:	January 3, 1993, 12:00 Local	Registration:	N1801V
Aircraft:	BEECH A36	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE ACCIDENT AIRPLANE OVERRAN THE END OF A RUNWAY AND COLLIDED WITH A ROAD EMBANKMENT. THE PILOT HAD JUST LANDED FROM AN INSTRUMENT APPROACH TO THAT RUNWAY. INSTRUMENT METEOROLOGICAL CONDITIONS PREVAILED. IN A TELEPHONE INTERVIEW THE PILOT STATED HE FLEW THE ILS APPROACH MANUALLY AT A HIGHER THAN NORMAL AIRSPEED, 110 KNOTS, AND HE HAD DIFFICULTY TRACKING THE GLIDE SLOPE. WHEN HE BROKE OUT OF THE CLOUDS AND ACQUIRED THE RUNWAY VISUALLY HE WAS APPROXIMATELY ONE QUARTER OF THE WAY DOWN THE RUNWAY. HE ESTIMATED HE LANDED ON THE LAST THIRD OF THE RUNWAY. HE ESTIMATED HIS TOUCHDOWN SPEED WAS 80 TO 90 KNOTS. HE SAID HE THOUGHT THE OVERRUN WAS SMOOTH.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FAILURE OF THE PILOT TO PERFORM AN ABORTED LANDING AND FAILURE TO SELECT A PROPER TOUCHDOWN POINT ON THE RUNWAY.

Findings

Occurrence #1: OVERRUN
Phase of Operation: LANDING - ROLL

Findings

1. (C) PROPER TOUCHDOWN POINT - NOT SELECTED - PILOT IN COMMAND
2. (C) ABORTED LANDING - NOT PERFORMED - PILOT IN COMMAND

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

Findings

3. TERRAIN CONDITION - DIRT BANK/RISING EMBANKMENT

Factual Information

Pilot Information

Certificate:	Private	Age:	47, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	July 15, 1992
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	581 hours (Total, all aircraft), 318 hours (Total, this make and model), 74 hours (Last 90 days, all aircraft), 28 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N1801V
Model/Series:	A36 A36	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Utility	Serial Number:	E-1859
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	October 1, 1992 Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	100 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2300 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-550
Registered Owner:	ROBERT M. WARD	Rated Power:	300 Horsepower
Operator:	ROBERT M. WARD	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:	MKE ,723 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	11:50 Local	Direction from Accident Site:	1°
Lowest Cloud Condition:	Unknown / 200 ft AGL	Visibility	
Lowest Ceiling:	200 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	3°C / 3°C
Precipitation and Obscuration:	N/A - None - Fog		
Departure Point:	TERRE HAUTE , IN (HUF)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	10:30 Local	Type of Airspace:	Class B

Airport Information

Airport:	GEN. MITCHELL MKE	Runway Surface Type:	Concrete
Airport Elevation:	723 ft msl	Runway Surface Condition:	Wet
Runway Used:	19	IFR Approach:	ILS
Runway Length/Width:	9690 ft / 200 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	42.9804,-87.900131(est)

Administrative Information

Investigator In Charge (IIC):	Bruce, William
Additional Participating Persons:	DUANE HAHN; MILWAUKEE , WI
Original Publish Date:	November 3, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=15644

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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](#).