



Aviation Investigation Final Report

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|--------------------------------|--------------------------------------|-------------------------|-------------------|
| Location: | HOLMEN, Wisconsin | Accident Number: | CHI00LA136 |
| Date & Time: | May 14, 2000, 12:00 Local | Registration: | N5665S |
| Aircraft: | Beech A23-19 | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 1 Serious, 1 None |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

The pilot performed a go-around due to the crosswind condition during his first landing. He reported a gust of wind lifted the airplane during the second landing which resulted in the airplane traveling off the right side of the runway. The airplane contacted a runway light, a wind sock, a garden, and shrubs. The right wing then contacted a maple tree which yawed the airplane to the right and it came to rest in a swimming pool. The inspector reported the residence where the swimming pool was located was approximately 150 to 200 feet from the runway. Wind reported at LaCrosse, Wisconsin, 11 miles south of the accident site, at 1150 cdt, were from 300 degrees at 15 knots.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's failure to maintain directional control of the airplane during the landing. Factors associated with the accident were the crosswind, along with the runway light, windsock, garden, and swimming pool that the airplane contacted.

Findings

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

Findings

1. (F) WEATHER CONDITION - CROSSWIND

2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING

Findings

3. (F) OBJECT - RUNWAY LIGHT

4. (F) OBJECT - POLE

5. (F) TERRAIN CONDITION - HIGH VEGETATION

6. (F) OBJECT - OTHER

Factual Information

On May 14, 2000, at 1200 central daylight time (cdt), a Beech A23-19, N5665S, collided with the terrain and a swimming pool, following a loss of directional control while landing on runway 36 (3,200' x 60', asphalt) at the Holland Airpark, Holmen, Wisconsin. The private pilot was not injured and the passenger suffered serious injuries. The 14 CFR Part 91 flight was operating in visual meteorological conditions without a flight plan. The flight originated from Reedsburg, Wisconsin, at 1100 cdt.

The pilot reported he made a landing attempt with a crosswind from the west-northwest. He reported he "Didn't like [the] attempt" and he elected to perform a go-around. The pilot reported that a gust of wind from the west-northwest was encountered after touching down on the second landing. He reported he was approximately half way down the runway when this occurred. The pilot reported the gust lifted the airplane and moved it to the right of the runway. He reported he "Could not get plane back to runway and ended up in an above ground swimming pool."

The accident site was examined by an inspector from the Federal Aviation Administration Milwaukee Flight Standards District Office. The inspector reported the airplane traveled off the right side of the runway where it contacted a runway light, a wind sock, a garden, and shrubs. The right wing of the airplane then contacted a maple tree which yawed the airplane to the right prior to it coming to rest in the swimming pool. The inspector reported the residence where the swimming pool was located was approximately 150 to 200 feet from the runway.

Wind reported at LaCrosse, Wisconsin, 11 miles south of the accident site, at 1150 cdt, were from 300 degrees at 15 knots.

Pilot Information

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|----------------------------------|--|--|-------------------|
| Certificate: | Private | Age: | 65, Male |
| Airplane Rating(s): | Single-engine land | Seat Occupied: | Left |
| Other Aircraft Rating(s): | None | Restraint Used: | |
| Instrument Rating(s): | None | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Class 3 Valid Medical-w/ waivers/lim | Last FAA Medical Exam: | November 25, 1998 |
| Occupational Pilot: | UNK | Last Flight Review or Equivalent: | |
| Flight Time: | 148 hours (Total, all aircraft), 19 hours (Total, this make and model), 148 hours (Pilot In Command, all aircraft), 13 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--|---------------------------------------|-----------------|
| Aircraft Make: | Beech | Registration: | N5665S |
| Model/Series: | A23-19 A23-19 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | MB-102 |
| Landing Gear Type: | Tricycle | Seats: | 4 |
| Date/Type of Last Inspection: | April 19, 1999 Annual | Certified Max Gross Wt.: | 2200 lbs |
| Time Since Last Inspection: | 32 Hrs | Engines: | 1 Reciprocating |
| Airframe Total Time: | 4956 Hrs | Engine Manufacturer: | Lycoming |
| ELT: | Installed, activated, did not aid in locating accident | Engine Model/Series: | O-320-E2C |
| Registered Owner: | EVERETT M. ELLIS | Rated Power: | 150 Horsepower |
| Operator: | | Operating Certificate(s) Held: | None |
| Operator Does Business As: | | Operator Designator Code: | |

Meteorological Information and Flight Plan

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|---|----------------------------------|---|-------------------|
| Conditions at Accident Site: | Unknown | Condition of Light: | Day |
| Observation Facility, Elevation: | LSE ,654 ft msl | Distance from Accident Site: | 11 Nautical Miles |
| Observation Time: | 11:50 Local | Direction from Accident Site: | 170° |
| Lowest Cloud Condition: | Scattered / 6000 ft AGL | Visibility | 15 miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | 15 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 300° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 30 inches Hg | Temperature/Dew Point: | 13°C / -1°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | REEDSBURG , WI (C35) | Type of Flight Plan Filed: | None |
| Destination: | (36WI) | Type of Clearance: | None |
| Departure Time: | 11:00 Local | Type of Airspace: | Class E |

Airport Information

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|-----------------------------|-----------------------|----------------------------------|-----------|
| Airport: | HOLLAND AIR PARK 36WI | Runway Surface Type: | Asphalt |
| Airport Elevation: | 730 ft msl | Runway Surface Condition: | Dry |
| Runway Used: | 36 | IFR Approach: | |
| Runway Length/Width: | 3200 ft / 60 ft | VFR Approach/Landing: | Full stop |

Wreckage and Impact Information

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|----------------------------|-------------------|-----------------------------|---------------------------|
| 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: | 43.950263,-91.250785(est) |

Administrative Information

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| Investigator In Charge (IIC): | Sullivan, Pamela |
| Additional Participating Persons: | ROBERT GESSERT; MILWAUKEE , WI |
| Original Publish Date: | May 22, 2001 |
| Last Revision Date: | |
| Investigation Class: | Class |
| Note: | The NTSB traveled to the scene of this accident. |
| Investigation Docket: | https://data.ntsb.gov/Docket?ProjectID=49180 |

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](#).