



# Aviation Investigation Final Report

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<b>Location:</b>	New Richmond, Wisconsin	<b>Accident Number:</b>	CHI01LA091
<b>Date &amp; Time:</b>	February 15, 2001, 12:15 Local	<b>Registration:</b>	N55PY
<b>Aircraft:</b>	Cessna 206H	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

The airplane nosed over after contacting a snow bank during landing. The pilot reported he landed the airplane on a newly installed taxiway, which he mistook for the runway. The airplane contacted an icy section on the taxiway and slid to the left. The pilot reported he added a little power in an attempt to regain directional control, however, the airplane contacted a snow bank and nosed over. The airplane contacted an icy section on the taxiway and slid to the left. The pilot reported he added a little power in an attempt to regain directional control, however, the airplane contacted a snow bank and nosed over. The pilot reported, "Main runway was totally snow covered and looked from air like groomed snow strip for ski planes." Runway 32 is 4,003 feet by 75 feet. The newly installed taxiway is 4,000 feet by 35 feet and it parallels runway 32. The new taxiway was not depicted in the Flight Guide, or in the 1999-2000 Wisconsin Airport Directory at the time of the accident. According to the pilot, it also is not listed in the updated Garmin 530 or the Official Airport Directory. According to the airport manager, the taxiway was opened on November 21, 2000. He stated that the pavement on the new taxiway is darker than the runway, and the ice and snow melted off of it quicker. He also stated that there was a NOTAM issued through October, 2000, which reported the taxiway was closed. He stated that once it was opened, another NOTAM was issued, for approximately a 2 week period, stating that the taxiway was commissioned. The airport manager also stated there was a NOTAM at the time of the accident stating that there was snow and ice on the aprons and taxiways.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot was unable to maintain directional control of the airplane when it contacted a patch of ice during the landing roll. Factors associated with the accident were the ice and the snow bank which the airplane contacted and the pilot inadvertently landed on a taxiway instead of a runway.

### Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: LANDING - ROLL

#### Findings

1. (F) WRONG RUNWAY - SELECTED - PILOT IN COMMAND
2. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ICY
3. (C) DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND

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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

#### Findings

4. (F) TERRAIN CONDITION - SNOWBANK

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Occurrence #3: NOSE OVER

Phase of Operation: LANDING - ROLL

## Factual Information

On February 15, 2001, at 1215 central standard time, a Cessna 206H, N55PY, collided with a snow bank and nosed over on landing at the New Richmond Municipal Airport, New Richmond, Wisconsin. The private pilot was not injured. The airplane was substantially damaged. The 14 CFR Part 91 personal flight was being operated in visual meteorological conditions without a flight plan. The flight originated from Minneapolis, Minnesota, at 1100 central standard time.

The pilot reported he landed the airplane on a newly installed taxiway, which he mistook for the runway. The airplane contacted an icy section on the taxiway and slid to the left. The pilot reported he added a little power in an attempt to regain directional control, however, the airplane contacted a snow bank and nosed over. The pilot reported, "Main runway was totally snow covered and looked from air like groomed snow strip for ski planes."

Runway 32 is 4,003 feet long by 75 feet wide. The newly installed taxiway is 4,000 feet long by 35 feet wide and it parallels runway 32. The new taxiway was not depicted in the Flight Guide, or in the 1999-2000 Wisconsin Airport Directory at the time of the accident. According to the pilot, it also is not listed in the updated Garmin 530 or the Official Airport Directory.

According to the airport manager, the taxiway was opened on November 21, 2000. He stated that the pavement on the new taxiway is darker than the runway, and the ice and snow melted off of it quicker. He also stated that there was a NOTAM issued through October, 2000, which reported the taxiway was closed. He stated that once it was opened, another NOTAM was issued, for approximately a 2 week period, stating that the taxiway was commissioned. The airport manager also stated there was a NOTAM at the time of the accident stating that there was snow and ice on the aprons and taxiways.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	59, 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>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	December 10, 1999
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	September 15, 2000
<b>Flight Time:</b>	145 hours (Total, all aircraft), 90 hours (Pilot In Command, all aircraft), 12 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N55PY
<b>Model/Series:</b>	206H	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	20608051
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	December 18, 2000 Annual	<b>Certified Max Gross Wt.:</b>	3600 lbs
<b>Time Since Last Inspection:</b>	20 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	200 Hrs	<b>Engine Manufacturer:</b>	Avco Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-540-AC1A5
<b>Registered Owner:</b>	Eric D. Segler	<b>Rated Power:</b>	300 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	RNH,996 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	12:56 Local	<b>Direction from Accident Site:</b>	0°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	3 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	200°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.04 inches Hg	<b>Temperature/Dew Point:</b>	-8°C / -14°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Minneapolis, MN (ANE )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	New Richmond, WI (RNH )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	11:00 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>	New Richmond Municipal RNH	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	996 ft msl	<b>Runway Surface Condition:</b>	Ice;Snow
<b>Runway Used:</b>	32	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	4006 ft / 75 ft	<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	45.119285,-92.529441(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Sullivan, Pamela
<b>Additional Participating Persons:</b>	Scott Myers; FAA; Minneapolis, MN
<b>Original Publish Date:</b>	November 1, 2001
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	The NTSB traveled to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=51746">https://data.nts.gov/Docket?ProjectID=51746</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](#).