



Aviation Investigation Final Report

Location:	MINERAL POINT, Wisconsin	Accident Number:	CHI82DA105
Date & Time:	March 29, 1982, 15:30 Local	Registration:	N5518M
Aircraft:	AERO COMMANDER 100	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE RIGHT MAIN GEAR COLLAPSED DURING A LANDING ON RUNWAY 22 WITH THE WIND FROM 140 DEGREES AT 15 GUSTING 22 KNOTS. SUBSEQUENTLY, THE AIRCRAFT VEERED TO THE RIGHT AND WENT OFF OF THE RUNWAY. IT CONTINUED INTO A GULLY AND NOSED OVER. AN EXAMINATION REVEALED THAT A BOLT HAD FAILED WHERE THE RIGHT MAIN STRUT WAS ATTACHED TO THE FRAME. NO EVIDENCE OF FATIGUE WAS FOUND.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) WEATHER CONDITION - HIGH WIND
 2. (F) WEATHER CONDITION - CROSSWIND
 3. (F) WEATHER CONDITION - GUSTS
 4. (C) LEVEL OFF - IMPROPER - PILOT IN COMMAND
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Occurrence #2: MAIN GEAR COLLAPSED

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

5. (C) LANDING GEAR,MAIN GEAR ATTACHMENT - OVERLOAD

Occurrence #3: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: LANDING - ROLL

Occurrence #4: NOSE OVER

Phase of Operation: LANDING - ROLL

Findings

6. (F) TERRAIN CONDITION - ROUGH/UNEVEN

7. (F) TERRAIN CONDITION - DOWNHILL

Factual Information

Pilot Information

Certificate:	Private	Age:	40, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	March 18, 1980
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	138 hours (Total, all aircraft), 50 hours (Total, this make and model), 81 hours (Pilot In Command, all aircraft), 5 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	AERO COMMANDER	Registration:	N5518M
Model/Series:	100 100	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	035
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2250 lbs
Time Since Last Inspection:	442 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1405 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	O-320-A2B
Registered Owner:	WILLIAM WINCH	Rated Power:	150 Horsepower
Operator:	WILLIAM WINCH	Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 4000 ft AGL	Visibility	12 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	15 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	140°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	42°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	WISCONSIN RAPID, WI	Type of Flight Plan Filed:	None
Destination:	SAVANNA , IL	Type of Clearance:	None
Departure Time:	13:30 Local	Type of Airspace:	

Airport Information

Airport:	IOWA COUNTY C32	Runway Surface Type:	Asphalt
Airport Elevation:	0 ft msl	Runway Surface Condition:	Dry
Runway Used:	22	IFR Approach:	
Runway Length/Width:	3010 ft / 40 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	42.590805,-89.640518(est)

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: March 29, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=71720>

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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](#).