



National Transportation Safety Board Aviation Accident Final Report

Location:	SHEBOYGAN, WI	Accident Number:	CHI83LA040
Date & Time:	11/18/1982, 0015 CST	Registration:	N6078U
Aircraft:	PIPER 601P	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Serious

Flight Conducted Under: Part 91: General Aviation - Business

Analysis

THE PLT NOTICED HAZE IN LIGHTS AT DESTINATION BUT HAD EXCELLENT GROUND CONTACT THROUGHOUT THE APPROACH. AT THRESHOLD HE ENTERED DENSE GROUND FOG & LOST ALL VISUAL CONTACT. THE ACFT CRASHED DURING THE GO-AROUND.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (F) WEATHER CONDITION - FOG
2. (F) WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: APPROACH

Findings

3. (F) ABORTED LANDING - PERFORMED - PILOT IN COMMAND
4. (F) GO-AROUND - INITIATED - PILOT IN COMMAND
5. (C) AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
6. (F) LIGHT CONDITION - DARK NIGHT

Factual Information

Pilot Information

Certificate:	Commercial	Age:	43, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	03/02/1981
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	3203 hours (Total, all aircraft), 2240 hours (Total, this make and model), 3006 hours (Pilot In Command, all aircraft), 66 hours (Last 90 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N6078U
Model/Series:	601P 601P	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	61P-8063356
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	6000 lbs
Time Since Last Inspection:	0 Hours	Engines:	2 Reciprocating
Airframe Total Time:	543 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	IO-540-S1A5
Registered Owner:	NEWTRON EQUIPMENT COMPANY	Rated Power:	290 hp
Operator:	NEWTRON INC.	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	GRB, 0 ft msl	Distance from Accident Site:	38 Nautical Miles
Observation Time:	0048	Direction from Accident Site:	330°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	4 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	30° C / 0° C
Precipitation and Obscuration:			
Departure Point:	GARDEN CITY, KN (GCK)	Type of Flight Plan Filed:	None
Destination:	AUSTIN, TX (3R3)	Type of Clearance:	None
Departure Time:	2100	Type of Airspace:	

Airport Information

Airport:	SHEBOYGAN COUNTY (SBM)	Runway Surface Type:	Asphalt
Airport Elevation:	0 ft	Runway Surface Condition:	Wet
Runway Used:	21	IFR Approach:	
Runway Length/Width:	5000 ft / 100 ft	VFR Approach/Landing:	Straight-in

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	Unknown
Ground Injuries:	N/A	Aircraft Explosion:	Unknown
Total Injuries:	1 Serious	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Report Date:	11/18/1983
Additional Participating Persons:		
Publish Date:		
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .	

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).