



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	LAKE GENEVA, WI	<b>Accident Number:</b>	CHI85LA194
<b>Date &amp; Time:</b>	05/12/1985, 1700 CDT	<b>Registration:</b>	N1181G
<b>Aircraft:</b>	DASSAULT-BREGUET FALCON 50	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	6 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Executive/Corporate		

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## Analysis

HIGH SINK RATE DEVELOPED ON SHORT FINAL. ACFT TOUCHED DOWN 13 FT PRIOR TO RUNWAY BEFORE SINK RATE COULD BE ARRESTED. LANDING GEAR COLLAPSED AFTER CONTACTING EDGE OF RWY WHICH IS 7 INCHES HIGHER THAN SURROUNDING TERRAIN. TAIL SECTION OF ACFT CAUGHT FIRE JUST PRIOR TO COMING TO A COMPLETE STOP 2900 FT DOWN THE RWY. PILOTS WHO FREQUENTLY FLY IN AND OUT OF THE ARPT STATED, WIND SHIFTS NEAR THE RWY ARE COMMON IN GUSTY CONDITIONS BECAUSE OF HILLY TERRAIN.

## Probable Cause and Findings

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

## Findings

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Occurrence #1: UNDERSHOOT

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. (F) WEATHER CONDITION - GUSTS
3. (C) JUDGMENT - POOR - PILOT IN COMMAND
4. (C) PROPER DESCENT RATE - UNCONTROLLED - PILOT IN COMMAND
5. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND
6. (F) PROPER TOUCHDOWN POINT - NOT OBTAINED - PILOT IN COMMAND

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

Phase of Operation: LANDING - ROLL

Findings

7. (F) TERRAIN CONDITION - RUNWAY

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Occurrence #3: GEAR COLLAPSED

Phase of Operation: LANDING - ROLL

Findings

8. LANDING GEAR - OVERLOAD

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Occurrence #4: FIRE

Phase of Operation: LANDING - ROLL

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	53, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	10/15/1984
<b>Occupational Pilot:</b>	<b>Last Flight Review or Equivalent:</b>		
<b>Flight Time:</b>	9200 hours (Total, all aircraft), 1050 hours (Total, this make and model), 9080 hours (Pilot In Command, all aircraft), 46 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	DASSAULT-BREGUET	<b>Registration:</b>	N1181G
<b>Model/Series:</b>	FALCON 50 FALCON 50	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	72
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	10
<b>Date/Type of Last Inspection:</b>	05/02/1985, AAIP	<b>Certified Max Gross Wt.:</b>	26450 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	3 Turbo Fan
<b>Airframe Total Time:</b>	1373 Hours	<b>Engine Manufacturer:</b>	GARRETT
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	TFE731-3-1C
<b>Registered Owner:</b>	GETTY REFINING & MARKETING INC	<b>Rated Power:</b>	3700 lbs
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>	WILLIAM WRIGLEY, JR. COMPANY	<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MKE, 723 ft msl	Distance from Accident Site:	31 Nautical Miles
Observation Time:	1650 CDT	Direction from Accident Site:	45°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	Broken / 3500 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	18 knots / 27 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	21° C / 12° C
Precipitation and Obscuration:			
Departure Point:	WHEELIN, IL (PWK)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	1645 CDT	Type of Airspace:	Class G

## Airport Information

Airport:	AMERICANA (CO2)	Runway Surface Type:	Asphalt
Airport Elevation:	835 ft	Runway Surface Condition:	Dry
Runway Used:	23	IFR Approach:	Visual
Runway Length/Width:	4050 ft / 75 ft	VFR Approach/Landing:	Full Stop

## Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Destroyed
Passenger Injuries:	4 None	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	6 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	PAMELA KLECKNER	Report Date:	
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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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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](#).