



National Transportation Safety Board Aviation Accident Final Report

Location:	JANESVILLE, WI	Accident Number:	CHI86FA092
Date & Time:	02/26/1986, 0516 CST	Registration:	N723T
Aircraft:	BEECH G18S	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

THE AIRCRAFT IMPACTED THE GROUND ABOUT 1,000 FT TO THE LEFT OF THE RUNWAY. THE PILOT STATED THAT HE DID NOT HAVE VISUAL CONTACT WITH THE GROUND & REMEMBERS ATTEMPTING TO MAKE A MISSED APPROACH. CONDITIONS WERE IMC.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: MISSED APPROACH (IFR)

Findings

1. (C) DECISION HEIGHT - BELOW - PILOT IN COMMAND
2. (C) MISSED APPROACH - DELAYED - PILOT IN COMMAND
3. MOTIVATION - PILOT IN COMMAND
4. (F) WEATHER CONDITION - OBSCURATION
5. (F) WEATHER CONDITION - LOW CEILING
6. LIGHT CONDITION - DAWN

Factual Information

Pilot Information

Certificate:	Airline Transport	Age:	60, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	05/02/1985
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	15000 hours (Total, all aircraft), 5700 hours (Total, this make and model), 50 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N723T
Model/Series:	G18S G18S	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Utility	Serial Number:	BA579
Landing Gear Type:	Retractable - Tailwheel	Seats:	2
Date/Type of Last Inspection:	12/17/1985, Unknown	Certified Max Gross Wt.:	10100 lbs
Time Since Last Inspection:	60 Hours	Engines:	2 Reciprocating
Airframe Total Time:	11676 Hours	Engine Manufacturer:	P&W
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	R-985-AN
Registered Owner:		Rated Power:	450 hp
Operator:	RICHARD J. WIXOM	Operating Certificate(s) Held:	On-demand Air Taxi (135)
Operator Does Business As:		Operator Designator Code:	BAKA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Dawn
Observation Facility, Elevation:	JVL, 808 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0555 CST	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	1 Miles
Lowest Ceiling:	Obscured / 200 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	160°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	DETROIT, MI	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	0445 EST	Type of Airspace:	Class G

Airport Information

Airport:	JANESVILLE/ROCK CO. (JVL)	Runway Surface Type:	Asphalt
Airport Elevation:	808 ft	Runway Surface Condition:	Snow--dry
Runway Used:	4	IFR Approach:	ILS
Runway Length/Width:	6701 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	FRED A RATHKE	Report Date:	
Additional Participating Persons:	J. FINAN; CHICAGO, IL J. J HONTEBELLO; MILWAUKEE, WI E. P HARRIGAN; MILWAUKEE, WI R. L HANUSA; MILWAUKEE, WI		
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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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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](#).