



National Transportation Safety Board Aviation Accident Final Report

Location:	MOSINEE, WI	Accident Number:	CHI90FA066
Date & Time:	01/16/1990, 2245 CST	Registration:	N4532Q
Aircraft:	CESSNA 402A	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

THE ON-DEMAND AIR TAXI AIRPLANE COLLIDED WITH TREES AND TERRAIN DURING A THIRD ATTEMPT AT AN ILS APPROACH. THE AIRPLANE CRASHED APPROXIMATELY TWO MILES BEYOND THE AIRPORT ON THE EXTENDED CENTERLINE OF THE LANDING RUNWAY. IN AN INTERVIEW THE PILOT RELATED THAT ON HIS FIRST APPROACH TO THE AIRPORT HE SAW THE RUNWAY AND OBSERVED VEHICLES ON THE TAXIWAY AS HE PERFORMED HIS MISSED APPROACH. WHEN HE WAS ASKED THE REASON FOR THE SECOND MISSED APPROACH HE SAID IT WAS BECAUSE OF INSTRUMENT FLUCTUATIONS ON HIS COURSE DIRECTION INDICATOR. DURING THIS PERIOD HE ASKED THAT THE LIGHTS BE SET TO HIGH INTENSITY BECAUSE HE COULD NOT SEE THEM. THE LIGHTS WERE VERIFIED AS BEING SET FOR HIGH INTENSITY. HE DID NOT REMEMBER ANYTHING OF THE THIRD APPROACH AFTER HE PASSED THE OUTER MARKER. SNOW REMOVAL OPERATIONS WERE IN PROGRESS DURING THE PERIOD THE ACCIDENT AIRPLANE WAS MAKING APPROACHES TO THE AIRPORT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT DISREGARDING THE PUBLISHED DECISION HEIGHT AND NOT PERFORMING A MISSED APPROACH.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Findings

1. OBJECT - TREE(S)
 2. (C) MISSED APPROACH - NOT PERFORMED - PILOT IN COMMAND
 3. (C) DECISION HEIGHT - DISREGARDED - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Findings

4. TERRAIN CONDITION - GROUND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	28, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	01/18/1989
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	2628 hours (Total, all aircraft), 120 hours (Total, this make and model), 2428 hours (Pilot In Command, all aircraft), 90 hours (Last 90 days, all aircraft), 50 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N4532Q
Model/Series:	402A 402A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	402A0032
Landing Gear Type:	Retractable - Tricycle	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	6300 lbs
Time Since Last Inspection:	0 Hours	Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	TSIO-520-E
Registered Owner:		Rated Power:	300 hp
Operator:	FREIGHT RUNNERS EXPRESS INC.	Operating Certificate(s) Held:	On-demand Air Taxi (135)
Operator Does Business As:		Operator Designator Code:	GL13

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	CWA, 1426 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	2245 CST	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	1 Miles
Lowest Ceiling:	Obscured / 300 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	130°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-1 °C / -5 °C
Precipitation and Obscuration:			
Departure Point:	MENOMINEE, MI (MNM)	Type of Flight Plan Filed:	IFR
Destination:	MILWAUKEE, WI (MKE)	Type of Clearance:	IFR
Departure Time:	2040 CST	Type of Airspace:	

Airport Information

Airport:	CENTRAL WISCONSIN (CWA)	Runway Surface Type:	
Airport Elevation:	1277 ft	Runway Surface Condition:	
Runway Used:	8	IFR Approach:	ILS
Runway Length/Width:	7645 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	WILLIAM C BRUCE	Report Date:	02/08/1993
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/ .		

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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](#).