



National Transportation Safety Board Aviation Accident Final Report

Location:	CHIPPEWA FALLS, WI	Accident Number:	NYC95FA056
Date & Time:	02/14/1995, 2250 CST	Registration:	N9YP
Aircraft:	PIPER PA-46-310P	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal, 2 Serious
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

THE SINGLE ENGINE AIRPLANE DEPARTED WITH TWO PILOTS, TWO PASSENGERS, BAGGAGE AND EQUIPMENT. AT TAKEOFF, THE AIRPLANE WAS 955 POUNDS OVER THE MAXIMUM ALLOWABLE GROSS WEIGHT, AND 2 INCHES BEYOND THE AFT C.G. LIMIT. AFTER 4 HOURS OF FLYING, THE PILOT ELECTED TO DIVERT TO ANOTHER AIRPORT, DUE TO ICING CONDITIONS. DURING THE DESCENDING LEFT TURN FROM BASE LEG TO FINAL APPROACH TO RUNWAY 22, THE AIRPLANE DROPPED, STRUCK THE GROUND, AND SLID 250 FEET. THE WINGS WERE SEPARATED FROM THE AIRPLANE DURING THE GROUND SLIDE BY TWO TREES. A SATISFACTORY POSTACCIDENT ENGINE RUN WAS COMPLETED. THE AIRPLANE WAS CALCULATED TO BE ABOUT 600 POUNDS OVER THE MAXIMUM LANDING WEIGHT, AND 2 INCHES BEYOND THE AFT C.G. LIMIT. THE AIR INDUCTION LEVER WAS IN THE PRIMARY POSITION, AND NOT THE REQUIRED ALTERNATE POSITION FOR ICING CONDITIONS. THE PROPELLER AND STALL WARNING HEAT SWITCHES WERE OFF. THE AIRPLANE HAD BEEN FLYING IN LIGHT FREEZING RAIN, WHICH THE POH STATED SHOULD BE AVOIDED. SEVERE MIXED ICING WAS REPORTED 25 MILES NORTHWEST OF THE AIRPORT. WINDS AT THE AIRPORT WERE FROM 150 DEGREES AT 10 KNOTS, GUSTING TO 16 KNOTS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper decision to depart into known adverse weather conditions, and the subsequent encounter with freezing drizzle, resulting in an inadvertent stall and collision with the terrain during an approach to land. Also causal to the accident was the pilot's failure to adhere to the airplane's weight and balance limitations, resulting in an overweight and out of balance flight condition, and his failure to comply with published procedures for flight into icing conditions.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: APPROACH - VFR PATTERN - BASE LEG/BASE TO FINAL

Findings

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - CROSSWIND
3. (F) WEATHER CONDITION - ICING CONDITIONS
4. (C) FLIGHT INTO ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
5. (C) PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
6. (C) AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
7. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Findings

8. TERRAIN CONDITION - SNOW COVERED

Factual Information

HISTORY OF FLIGHT

On February 14, 1995, at 2250 central standard time (CST), a Piper PA-46-310P, N9YP, operated by Automated Environments Inc., was destroyed when it struck the ground while on a visual approach to the Chippewa Valley Regional Airport (EAU), Chippewa Falls, Wisconsin. The pilot and copilot received fatal injuries, and both passengers were seriously injured. Visual meteorological conditions prevailed, and an instrument flight rules (IFR) flight plan had been filed for the flight conducted under 14 CFR Part 91.

The pilot, Mr. Joey Baum, and the co-pilot, Mr. Alfred Campbell, were co-owners of the company that owned the airplane. This flight was to transport the co-owners and two company employees from Ithaca, New York, to Minneapolis, Minnesota, to attend a business conference.

One of the passengers, Mr. Thomas D'Alfonso, met both owners at Mr. Baum's house to prepare for the trip. Mr. William Conrad, the other passenger, was to meet the others at the airport, about 1700 CST.

Mr. Baum telephoned the Buffalo Automated Flight Service Station (AFSS), at 1648 CST, and obtained a weather briefing. He then filed an IFR flight plan from the Tompkins County Airport (ITH), to the Minneapolis-St. Paul International Airport (MSP). Mr. Baum informed Mr. D'Alfonso and Mr. Campbell that there was some weather along the route of flight, but he would keep checking on it, and would stop en route if necessary. The group then departed for the airport to meet Mr. Conrad.

During an interview with Mr. D'Alfonso, he stated that after the group met at ITH, they loaded the airplane with their baggage and equipment. According to Mr. D'Alfonso, they had a "full airplane." He stated that the front baggage compartment was filled with baggage and equipment, and the rear baggage and passenger compartments were filled with computer equipment, luggage, and display material. Equipment was placed on the two aft, forward facing seats, on the floor between the passenger seats, and in the aisle.

None of the equipment was tied down. There was no discussion about the weight of the equipment, or the total weight of the airplane.

After all personnel boarded the airplane, the engine was started, and the airplane was taxied for takeoff. After takeoff, Mr. D'Alfonso recalled hearing a buzzer sound that lasted for a few seconds.

According to Air Traffic Control records, N9YP was cleared for takeoff, about 1815 CST, by the ITH control tower, and then given a frequency change to contact Buffalo (BUF) Departure Control. The pilot of N9YP contacted the BUF controller and was issued climb instructions to 8,000 feet. In response to these instructions, N9YP requested and received an amended altitude of 6,000 feet, where the remainder of the cruise flight was conducted.

Several frequency changes occurred during the next 2 1/2 hours while the flight proceeded through Canadian airspace and back into United States airspace. At 2045 CST, N9YP contacted Minneapolis Air Route Traffic Control Center (ZMP), reported level at 6,000 feet, and was given an altimeter setting.

The ZMP controller issued a weather advisory to N9YP, at 2109 CST, for low ceilings,

freezing drizzle, and light snow around Eau Claire, Wisconsin, and suggested that N9YP check the weather in central Wisconsin. The pilot requested a frequency change and contacted Lansing AFSS, about 2120 CST.

The Lansing AFSS provided N9YP the MSP weather, which included visibility of 3 miles with light freezing drizzle and light snow; and the weather at the Chippewa Valley Regional Airport (EAU), Eau Claire, Wisconsin, which reported a ceiling of 3,200 feet, and visibility of 15 miles. They also provided N9YP AIRMET Zulu for occasional moderate mixed icing.

The pilot of N9YP acknowledged the weather and returned to the ZMP controller frequency. The flight continued for another 30 minutes when the ZMP controller issued N9YP an advisory of "progressively worse" weather ahead. The pilot requested and received a frequency change to Green Bay AFSS, received an update on the weather, and returned to the ZMP frequency, at 2214 CST.

The ZMP controller issued an advisory to N9YP for moderate icing at 5,000 feet, west of the EAU area, at 2223. On the same frequency, at 2232 CST, a Jetstream 31 turbo-prop, Flagship Flight 762, reported, "...this ice, it's bordering on severe." The pilot of N9YP requested the position of the airplane that reported the severe icing. He was informed by the ZMP controller the airplane was about 25 to 30 miles northwest of EAU.

About 2 minutes later, the ZMP controller requested, "Malibu nine yankee pop, radar contact 25 miles southeast of Eau Claire, how's your icing there." The pilot advised, "Nine yankee pop, ah we're getting a ah light layer on our windshield that's about the only place it's adhering to right now."

At 2235 CST, Flagship 762 transmitted, "Ah center, sixty-two, just for your information, we've gone back and forth from Eau Claire three times today, and ah this is the worst ice I've seen all day, this is really bad...we've had moderate to severe, ah bordering on severe, on just about every leg, and then this is the worst, we couldn't even climb out of ten thousand five hundred, this Jetstream Thirty-one, and we're going, we're back to seven now just to stop the thing from stalling."

The pilot of the Jetstream later clarified that he had been flying in severe mixed icing. After the ZMP controller acknowledged this transmission, at 2237, N9YP stated that he desired to proceed to EAU.

The controller cleared N9YP to EAU and to descend to 3,000 feet. He indicated that the last airplane to land at EAU, about 30 minutes prior, had conducted a visual approach to the airport. The controller also provided the latest EAU weather to N9YP, which indicated that the ceiling was 2,300 feet, the visibility was 15 miles with light freezing drizzle, and the winds were from 150 degrees at 14, gusting to 22 knots.

At 2244 CST, the pilot of N9YP advised the ZMP controller that he was over the airport and stated, "we'll take a visual." The controller cleared N9YP for the visual approach, and 1 minute later the pilot stated, "Minneapolis, nine yankee Pop, we'll cancel IFR."

The controller acknowledged the cancellation and N9YP stated, at 2245 CST, "Nine Yankee Pop, thanks for your help." That was the last transmission received from the airplane.

Mr. D'Alfonso stated during his interview that he fell asleep about 1 1/2 hours after takeoff, and awoke when he felt the airplane descending. He said that when he awoke, everyone on the airplane appeared calm, and the descent for landing was normal. During one descending turn,

the airplane rocked back and forth, but steadied itself. The airplane remained stable during a subsequent bank, level flight, and the final approach. He thought they circled the airport once, and recalled "normal airplane and engine noises," during the approach. Mr. D'Alfonso stated that when the accident occurred, he was expecting "to hear the wheels hit the runway."

Mr. D'Alfonso stated, "It felt like when we decelerated to land, that there was no more, its as if the engine had stopped and we fell out of the sky." Just before touchdown, Mr. D'Alfonso recalled hearing one of the pilot's say, "Oh no, Oh **** (expletive)." The last thing Mr. D'Alfonso felt was a vertical descent, "like the bottom fell out." The vertical motion took less than 1 second before ground contact, and was simultaneous with the "Oh no" from the crew.

The other passenger, Mr. Conrad, stated that the pilots had received reports of icing while en route and decided to go to an alternate airport due to the weather. During the descent to the alternate airport, the airplane encountered icing conditions, and the crew used the airplane ice boots at least once. Mr. Conrad also stated that while maneuvering around the airport, he noticed ice on the leading edge of the wings.

During the airplane's last turn, Mr. Conrad heard Mr. Campbell say to Mr. Baum, "that's the second time I heard this." This was followed by one of the pilots stating, "Oh **** (expletive), hang on." The airplane then dropped vertically and crashed. During the flight Mr. Conrad did not hear any conversation concerning anything unusual about the airplane. He did not recall any changes in the airplane or engine noises.

A commercial pilot on the ground at EAU reported that a Cessna 310 landed at the airport, about 2225. He stated, "...The aircraft was covered quite heavily with ice at the time." He then observed an airplane fly over the airport at about 3,000 feet, heading in a northwesterly direction. The airplane flew about 1/2 to 1 mile from the airport, entered a descending left turn, and flew over the airport at about 2,000 feet in a southeasterly direction. He also stated that, "...At the time of the second crossing, the engine sounded like it was running at a high power setting."

The airplane struck the ground about 1 mile northeast of EAU, in the vicinity of the extended center line of runway 22.

The accident occurred during the hours of darkness approximately 44 degrees, 53 minutes north latitude, and 91 degrees, 26 minutes west longitude.

PILOT INFORMATION

Mr. Joey Baum held a Private Pilot Certificate with a rating for airplane single engine land, and instrument airplane.

His most recent Federal Aviation Administration (FAA) Third Class Medical Certificate was issued on November 7, 1994.

Examination of Mr. Baum's pilot log book revealed that the most recent entry was dated November 28, 1994. His total flight time was estimated to be about 2,200 hours, of which about 120 hours were in this make and model.

Mr. Alfred Campbell held a Private Pilot Certificate with a rating for airplane single engine land. He was not instrument rated.

His most recent Federal Aviation Administration (FAA) Third Class Medical Certificate was issued on August 8, 1993.

Mr. Campbell's pilot log book was not located. His estimated total flight time was 800 hours, of which about 50 hours were in this make and model.

METEOROLOGICAL INFORMATION

Pilot Reports received by the AFSS system, and available to N9YP during the weather brief by BUF AFSS, at 1650 CST, were as follows:

MSP, 1610 CST, A DC-9 reported moderate to severe rime ice at 4,000 feet.

GRB, 1555 CST, A DC-9 reported light to moderate rime icing during descent from 26,000 to 22,000 feet.

EAU, 1632 CST, A Piper PA-31 reported light rime ice in the clouds between 3,500 and 5,000 feet.

EAU, 1643 CST, A Cessna 310 reported light to moderate rime ice in the clouds at 5,000 feet.

Weather forecasts for Minneapolis (MSP), available to N9YP during the BUF AFSS weather brief, at 1650 CST, were:

After 1800 CST, ceiling 2,000 feet overcast, visibility 4 miles with light snow, occasionally ceiling 1,000 feet overcast, visibility 1 mile with light snow.

After 2300 CST, ceiling 2,500 feet overcast, visibility 5 miles with light snow, occasionally ceiling 1,500 feet overcast, visibility 2 miles with light snow.

The weather reported at the Chippewa Valley Regional and Minneapolis airports was as follows:

Chippewa Valley Regional (EAU)

At 2228 CST, Special Observation, ceiling estimated 2,300 feet overcast, visibility 15 miles, light freezing drizzle, winds from 150 degrees at 14, gusting to 22 knots, altimeter 29.74, freezing drizzle began at 25 minutes after the hour.

At 2250 CST, Record Observation, 2,300 feet scattered, ceiling estimated 2,800 feet overcast, visibility 15 miles, light freezing drizzle, temperature 22 F, dew point 12 F, winds from 150 degrees at 10, gusting to 16 knots, altimeter 29.74, freezing drizzle began at 25 minutes after the hour.

At 2318 CST, Special Observation, ceiling estimated 1,400 feet broken, 2,500 feet overcast, visibility 5 miles, light freezing drizzle, winds from 150 degrees at 10 knots, altimeter 29.73.

Minneapolis (MSP)

At 2254 CST, Record Observation, ceiling measured 500 feet overcast, visibility 3 miles, light freezing drizzle and light snow, temperature 23 F, dew point 21 F, winds from 160 degrees at 11 knots, altimeter 29.71.

Airmet Zulu

Airmet Zulu for Icing and Freezing Level, valid until 0300 CST, February 15, 1995. Occasional moderate mixed icing in clouds, below 19,000 feet. Icing locally severe in light freezing drizzle and light ice pellets. Conditions continuing beyond, 0300 CST, through 0900 CST.

WRECKAGE INFORMATION

The airplane wreckage was examined at the accident site on February 16, 1995. From the time of the accident, to the time of examination, about 3 inches of snow had fallen on the wreckage. The examination revealed that all major components of the airplane were accounted for at the scene and the ground scars indicated a magnetic bearing of 220 degrees to the wreckage. The airplane came to rest on an approximate magnetic bearing of 240 degrees.

Initial broken tree branches began about 250 feet from the wreckage. The broken branches were about 12 feet above ground, 62 feet from, and 24 feet right of the initial ground scars. The next broken branches were 3 feet above ground, 15 feet from, and 14 feet left of the initial ground scars.

Three parallel ground scars were observed in the packed snow on a magnetic bearing of 220 degrees. The scars were 4 to 5 inches wide, about 3 1/2 feet apart, and extended in the direction of the wreckage. The center scar started about 189 feet from the wreckage, and was about 3 feet in length. The left ground scar started about 188 feet from the wreckage, and was about 12 feet long. The right scar started about 173 feet from the main wreckage, and continued for about 13 feet. Traces of pink oil were observed on the snow, in the vicinity of the ground scars.

Along the right side of the wreckage path, about 148 feet from the main wreckage, a 6 inch diameter tree was sheared off at ground level. The right wing was separated from the fuselage and located 70 feet from the main wreckage.

About 105 feet from the main wreckage, on the left side of the wreckage path, a 5 inch diameter tree was sheared off at ground level. The left wing was separated from the fuselage and located 45 feet from the main wreckage.

The fuel tanks in both wings were ruptured, and approximately 1 pint of fuel remained in each tank. A hard packed, smooth layer of snow was directly below each wing. There were no visible blue stains or fluid holes in the snow. There was no fuel odor beneath either wing. A faint blue stain was observed in the snow near each wing's center wing section where the fuel line connection to the fuselage exited the wing.

The main landing wheels were separated from the airplane and located in the vicinity of their respective wings. The actuator position indicated the landing gear was extended.

The flap positions were undetermined due to the separation of the wings from the fuselage; however, the flap handle was set to the 10 degree position, and the flap indicator displayed a 10 degree setting.

Control continuity was established from the pilot's yoke to the point where the cables exited the fuselage at the left and right wing attachment points. Complete continuity could not be established between the pilot's controls, and the elevator and rudder, due to the crushing of the lower fuselage. The pilot's yoke and rudder pedals were attached to the elevator and rudder cables.

The engine remained attached to the fuselage and was canted about 10 degrees to the right. The propeller and spinner remained attached to the engine. The propeller blade on the right side of the engine displayed a cord wise twist that rotated the outer half of the blade aft. The blade on the left side was bent aft in a U-shape. The bend began about 4 inches from the spinner. The polished spinner was crushed on the lower ground side and displayed scratches running from the nose of the spinner toward the engine. The top of the spinner was not scratched or damaged. The engine and propeller were removed from the fuselage for further

examination.

The NTSB IIC disconnected the fuel line that extended from the engine fuel pump to the throttle body, at the fire shield fitting on top of the engine. About 6 to 8 drops of fuel spilled from the fitting. When the line was lowered below the engine pump, no further fuel drained from the line. The fuel line from the fuselage firewall to the engine pump was intact. When this line was disconnected from the bottom of the engine pump, no fluid drained from the line or the pump. When the line was lowered below the firewall, no fluid drained from the line. When air pressure was applied to the line, about six to eight drops of blue colored fuel flowed from the fuel line where it exited the left side of the fuselage.

The cabin interior was intact and contained computer equipment, luggage, reading literature and other miscellaneous material. These items were weighed at the accident scene and totaled 504 pounds. Equipment and luggage removed from the forward baggage compartment were weighed and totaled 116 pounds.

The pitch trim was in a neutral setting, and the rudder trim was set to a position halfway to the left. The static and induction air sources were both set to primary. The fuel pump switch was in the center off position. The fuel tank selector was set to the left tank. Both magneto switches were protruding from the dash panel. All circuit breakers were in, on the pilot's side panel. The pitot and windshield heat switches were on. The propeller and stall warning heat switches were off.

MEDICAL AND PATHOLOGICAL INFORMATION

Autopsies were performed on Mr. Joey Baum and Mr. Alfred Campbell, on February 15, 1995, by Ian Turner, the Chippewa County Deputy Coroner, Chippewa Falls, Wisconsin.

The toxicological testing was conducted by the FAA toxicology Accident Research Laboratory, Oklahoma City, Oklahoma.

TESTS AND RESEARCH

Engine Examination

The engine was shipped to Teledyne Continental Motors, Mobile, Alabama, for examination. Mr. John V. Moeller, an FAA Aviation Safety Inspector, observed the unpacking and preparation of the engine for a test run. His report stated that the fuel and electrical systems were left as delivered and, "no operation components were replaced." The bottom of the oil sump was crushed, and was replaced.

According to Mr. Moeller's report, on March 27, 1995, the engine was installed in a test cell and "engine start-up was immediate." After a warm up period, the engine was operated a maximum power for 10 minutes. No adjustments were made to the fuel or ignition systems. He further stated, "...Within the returned hardware, no abnormalities were noted that would have prevented the engine from producing power."

Propeller Examination

A examination of the propeller was performed at Hartzell Propeller Inc., May 22, 1995. Present at the examination was Mr. Ronald Fosnut of the FAA, MIDO, Vandalia, Ohio, and Mr. Roger Stallkamp of Hartzell. The examination revealed no damage relating to pre-impact failure.

ADDITIONAL INFORMATION

Training

Mr. Baum and Mr. Campbell both received their initial PA-46 training during November, 1994, from Attitudes International Inc., Vero Beach, Florida. Mr. Robert Scott, Chairman of Attitudes, assisted Mr. Baum in ferrying N9YP from Orlando, Florida, to Vero Beach, to conduct the training. Both pilots received their training in N9YP. There was a question about insurance coverage for Mr. Campbell because he was not instrumented rated. According to Mr. Scott, Mr. Campbell was to take an instrument check ride in December, 1994.

The training provided by Attitudes International consisted of a ground school, and the following flight training:

	Hrs. of Actual Flight	Hrs. of Simulator	Joey Baum	5.2	7.1
Alfred Campbell	6.4	7.1			

Weight and Balance

An estimated weight and balance was computed utilizing the current airplane weight and balance form, dated April 20, 1988, and the actual weights of the airplane contents and personnel. An estimated maximum fuel burn rate of 20 gallons per hour was used to calculate landing weights.

According to the pilot's brother, Mr. Larry Baum, the airplane was topped off with fuel on February 9, 1995, and was not flown until the accident flight. The Piper Pilot's Operating Handbook (POH) limits the forward and aft baggage compartments to a maximum of 100 pounds of baggage each. The forward compartment of N9YP contained 116 pounds, and the aft contained an estimated 229 pounds.

The POH specified the maximum allowable takeoff weight was 4,100 pounds, with a maximum allowable landing weight of 3,900 pounds. The maximum aft center of gravity limit was 147.1 inches. (ESTIMATED) Takeoff weight 5,055 pounds Takeoff C.G. 149.31 inches

Accident weight 4,503 pounds Accident C.G. 149.19 inches

According to the POH, para 6.1, "If the C.G. is too far aft, the airplane may rotate prematurely on takeoff or tend to pitch up during climb. Longitudinal stability will be reduced. This can lead to inadvertent stalls and even spins..."

Flight Into Icing

According to the POH, the PA-46 is approved for flight into known icing conditions, when equipped with the complete Piper Ice Protection System. N9YP was equipped with that system. The POH also stated, "Operating in icing conditions of Continuous Maximum and Intermittent Maximum as defined in FAR 25, Appendix C, has been substantiated; however, there is no correlation between these conditions and forecast of reported 'Light, Moderate and Severe' conditions. Flight into severe icing is not approved." It further stated, "Freezing rain must always be avoided."

The POH lists steps to perform prior to entering icing conditions. These steps included placing the induction air selector to the [alternate position], and the propeller and stall warning heat switches to the [on] position.

The airplane wreckage was released on February 17, 1995, and the engine and propeller were released on May 26, 1995, to David Kocher, a representative of the owners insurance company.

Pilot Information

Certificate:	Private	Age:	43, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	11/07/1994
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	2200 hours (Total, all aircraft), 120 hours (Total, this make and model), 2000 hours (Pilot In Command, all aircraft), 120 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N9YP
Model/Series:	PA-46-310P PA-46-310P	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	4608043
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	11/01/1994, Annual	Certified Max Gross Wt.:	4100 lbs
Time Since Last Inspection:	128 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1248 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	TSIO-520-BE
Registered Owner:	AIR EXCURSIONS INC.	Rated Power:	310 hp
Operator:	AIR EXCURSIONS INC.	Operating Certificate(s) Held:	None
Operator Does Business As:	AUTOMATED ENVIROMENTS INC.	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	EAU, 907 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	2250 CST	Direction from Accident Site:	230°
Lowest Cloud Condition:	Scattered / 2300 ft agl	Visibility	15 Miles
Lowest Ceiling:	Overcast / 2800 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots / 16 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	-6° C / -11° C
Precipitation and Obscuration:			
Departure Point:	ITHICA, NY (ITH)	Type of Flight Plan Filed:	IFR
Destination:	, WI (EAU)	Type of Clearance:	IFR
Departure Time:	1915 EST	Type of Airspace:	Class E

Airport Information

Airport:	CHIPPEWA VALLEY REGIONAL (EAU)	Runway Surface Type:	
Airport Elevation:	907 ft	Runway Surface Condition:	
Runway Used:	22	IFR Approach:	Visual
Runway Length/Width:		VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

Crew Injuries:	2 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	2 Serious	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Fatal, 2 Serious	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	ROBERT L PEARCE,	Report Date:	10/13/1995
Additional Participating Persons:	SCOTT BOYLE; MOBILE, AL DUANE M HAHN; 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 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](#).