



National Transportation Safety Board Aviation Accident Final Report

Location:	Mosinee, WI	Accident Number:	CHI04LA042
Date & Time:	12/16/2003, 0730 CST	Registration:	N399CZ
Aircraft:	Beech 99	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

The airplane sustained substantial damage during a hard landing. The pilot stated, "On approach to rwy 8 at [Central Wisconsin Airport] I got high [and] right of course. When I broke out of clouds around 1000 [feet above ground level] I saw the runway, realizing I was high I pulled the power back [and] increased my rate of descent. I started to arrest my rate of descent [and] add power to keep my speed up. The engines didn't spool up in time resulting in a hard [landing]. I noticed the right wing was a little low taxiing in so I thought maybe I blew a tire on landing. Not until I shut down [and] got out did I realize I hit the prop about an inch back [and] the engine nacelle dropped down several inches in front." The weather was: Wind 330 degrees at 8 knots; visibility 4 statute miles; present weather light snow; sky condition overcast 300 feet; temperature 1 degree C; dew point -1 degree C; altimeter 29.41 inches of mercury. The pilot reported that the flight did not have any mechanical malfunctions.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain the proper descent rate and his inadequate flare.

Findings

Occurrence #1: HARD LANDING

Phase of Operation: LANDING

Findings

1. WEATHER CONDITION - TAILWIND
2. (C) PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND
3. (C) FLARE - INADEQUATE - PILOT IN COMMAND
4. MISSED APPROACH - NOT PERFORMED - PILOT IN COMMAND
5. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND

Factual Information

On December 16, 2003, about 0730 central standard time, a Beech 99, N399CZ, operated as Freight Runners Express flight 1544 from Milwaukee, Wisconsin, to Mosinee, Wisconsin, sustained substantial damage during a hard landing on runway 8 (7,645 feet by 150 feet, concrete) at Central Wisconsin Airport (CWA), near Mosinee, Wisconsin. The 14 CFR Part 135 non-scheduled domestic cargo flight was operating on an instrument flight rules (IFR) flight plan. Instrument meteorological conditions prevailed at the time of the accident. The airline transport pilot reported no injuries. The flight originated from General Mitchell International Airport, near Milwaukee, Wisconsin, about 0630 and was landing at CWA at the time of the accident.

The pilot stated:

On approach to rwy 8 at CWA I got high [and] right of course.

When I broke out of clouds around 1000 [feet above ground level] I saw the runway, realizing I was high I pulled the power back [and] increased my rate of descent. I started to arrest my rate of descent [and] add power to keep my speed up. The engines didn't spool up in time resulting in a hard [landing]. I noticed the right wing was a little low taxing in so I thought maybe I blew a tire on landing. Not until I shut down [and] got out did I realize I hit the prop about an inch back [and] the engine nacelle dropped down several inches in front.

The pilot reported that the flight did not have any mechanical malfunctions.

At 0645, the CWA recorded weather was: Wind 330 degrees at 8 knots; visibility 4 statute miles; present weather light snow; sky condition overcast 300 feet; temperature 1 degree C; dew point -1 degree C; altimeter 29.41 inches of mercury.

At 0755, the CWA recorded weather was: Wind 330 degrees at 15 knots gusting to 20 knots; visibility 4 statute miles; present weather light snow; sky condition broken 1,200 feet, overcast 2,500 feet; temperature -2 degrees C; dew point -4 degrees C; altimeter 29.44 inches of mercury.

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Flight Engineer	Age:	39, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	11/11/2003
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	11/10/2003
Flight Time:	9000 hours (Total, all aircraft), 55 hours (Total, this make and model), 8000 hours (Pilot In Command, all aircraft), 70 hours (Last 90 days, all aircraft), 55 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N399CZ
Model/Series:	99	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	U52
Landing Gear Type:	Retractable - Tricycle	Seats:	2
Date/Type of Last Inspection:	12/09/2003, AAIP	Certified Max Gross Wt.:	10900 lbs
Time Since Last Inspection:	8.1 Hours	Engines:	2 Turbo Prop
Airframe Total Time:	35914.7 Hours at time of accident	Engine Manufacturer:	Pratt & Whitney
ELT:		Engine Model/Series:	PT6A-27
Registered Owner:	FREIGHT RUNNERS EXPRESS INC	Rated Power:	680 hp
Operator:	FREIGHT RUNNERS EXPRESS INC	Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	KCQA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	CWA, 1277 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0645 CST	Direction from Accident Site:	0°
Lowest Cloud Condition:		Visibility	4 Miles
Lowest Ceiling:	Overcast / 300 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	330°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.41 inches Hg	Temperature/Dew Point:	1°C / -1°C
Precipitation and Obscuration:	Light - Snow; No Obscuration		
Departure Point:	MILWAUKEE, WI (MKE)	Type of Flight Plan Filed:	IFR
Destination:	Mosinee, WI (CWA)	Type of Clearance:	IFR
Departure Time:	0630 CST	Type of Airspace:	Class D

Airport Information

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

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	44.777500, -89.666667

Administrative Information

Investigator In Charge (IIC):	Edward F Malinowski	Report Date:	07/29/2004
Additional Participating Persons:	Jan Gerstner; Federal Aviation Administration; Milwaukee, WI		
Publish Date:	09/12/2016		
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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