



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Rhineland, WI	<b>Accident Number:</b>	CEN20CA119
<b>Date &amp; Time:</b>	03/05/2020, 0815 CST	<b>Registration:</b>	N706FX
<b>Aircraft:</b>	Cessna 208	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Wrong surface or wrong airport	<b>Injuries:</b>	1 Serious
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

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## Analysis

The pilot reported that, upon reaching the decision altitude on a GPS instrument approach, he saw the runway end identifier lights and continued the approach. Shortly after, the lights disappeared and then reappeared. He continued the approach and landing thinking the airplane was lined up with the runway by using the runway edge lights for reference. Upon touching down about 225 ft left of the runway, the airplane dug into snow and flipped over, which resulted in substantial damage to the wings and tail. The pilot reported that there were no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation.

## 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 continue an instrument approach to landing following a loss of visual reference with the runway, which resulted in the airplane touching down left of the runway in snow and flipping over.

## Findings

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<b>Personnel issues</b>	Decision making/judgment - Pilot (Cause) Perception - Pilot (Cause)
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## Factual Information

### History of Flight

Landing	Loss of visual reference
Landing-flare/touchdown	Wrong surface or wrong airport (Defining event) Nose over/nose down

### Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	45, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Without Waivers/Limitations	Last FAA Medical Exam:	07/18/2019
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	01/30/2020
Flight Time:	7245 hours (Total, all aircraft), 3684 hours (Total, this make and model), 6109 hours (Pilot In Command, all aircraft), 27 hours (Last 90 days, all aircraft), 17 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N706FX
Model/Series:	208 B	Aircraft Category:	Airplane
Year of Manufacture:	1995	Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	208B0426
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	01/21/2020, 100 Hour	Certified Max Gross Wt.:	8752 lbs
Time Since Last Inspection:	64 Hours	Engines:	1 Turbo Prop
Airframe Total Time:	11458 Hours at time of accident	Engine Manufacturer:	Pratt & Whitney
ELT:	C126 installed, not activated	Engine Model/Series:	PT6A SER
Registered Owner:	Federal Express Corporation	Rated Power:	675 hp
Operator:	CSA Air, Inc	Operating Certificate(s) Held:	Commuter Air Carrier (135)

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KRHI, 1624 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1332 UTC	Direction from Accident Site:	186°
Lowest Cloud Condition:		Visibility	0.75 Miles
Lowest Ceiling:	Overcast / 400 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.69 inches Hg	Temperature/Dew Point:	1° C / -1° C
Precipitation and Obscuration:	Moderate - Blowing - Snow; No Obscuration		
Departure Point:	Milwaukee, WI (MKE)	Type of Flight Plan Filed:	IFR
Destination:	Rhineland, WI (RHI)	Type of Clearance:	IFR
Departure Time:		Type of Airspace:	Class E

## Airport Information

Airport:	Rhineland-Oneida County (RHI)	Runway Surface Type:	Concrete
Airport Elevation:	1623 ft	Runway Surface Condition:	Snow
Runway Used:	27	IFR Approach:	Global Positioning System
Runway Length/Width:	6799 ft / 150 ft	VFR Approach/Landing:	None

## Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	45.631389, -89.481944

## Administrative Information

Investigator In Charge (IIC):	David S Williams	Report Date:	06/29/2020
Additional Participating Persons:	Jon Westin; FAA; Milwaukee, WI		
Publish Date:	06/29/2020		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=101066">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=101066</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](#).