



Aviation Investigation Factual Report

Location:	Downers Grove, Illinois	Accident Number:	CEN09LA061
Date & Time:	November 15, 2008, 23:02 Local	Registration:	N759HF
Aircraft:	Cessna 182	Aircraft Damage:	Substantial
Defining Event:	Controlled flight into terr/obj (CFIT)	Injuries:	1 Minor, 1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Factual Information

HISTORY OF FLIGHT

On November 15, 2008, at 2302 central standard time, a Cessna 182Q, N759HF, collided with trees while on final approach to land on runway 27 at the Brookeridge Air Park (LL22), Downers Grove, Illinois. The pilot received minor injuries and a passenger was not injured. The airplane was substantially damaged. The 14 Code of Federal Regulations Part 91 personal flight was operating in visual meteorological conditions. The flight originated from the Lake Lawn Airport (C59), Delavan, Wisconsin.

At 2055, a person giving the aircraft registration number N759HF called the Kankakee Automated Flight Service Station stating he was flying from C59 to LL22. The briefer asked when he was planning on departing and the pilot replied "right now I want to shoot out" and "I want to get out now." The caller stated the flight was 15 minutes long and he was going to fly at 1,500 feet. The briefer provided a synopsis, current conditions along the route, and advised the caller about an AIRMET for moderate turbulence below 8,000 feet. The pilot stated he was going to fly back to C59 the next morning to pick someone up. The current local weather conditions were not issued as part of the briefing.

A witness reported the airplane struck trees both in front of and behind his house, but it did not strike his house. He stated he heard the impact and ran outside within 2 to 3 minutes of the accident, but did not see any individuals in or near the airplane. He stated he did not approach the airplane due to the odor of fuel in the area.

The pilot walked to his sister's residence on the air park, and she drove him to his residence. Sheriff's Department personnel located the pilot at his residence. The pilot stated he was coming in to land and realized he was too low. He stated he adjusted the flaps and attempted to add power, but it was too late. He stated the airplane contacted trees and flipped over coming to rest on the runway. The pilot stated he had "two or three drinks" prior to taking off, but that he did not have anything to drink after the accident. The pilot was then transported to the hospital where he provided blood and urine samples for testing. The hospital reported that his blood serum alcohol level was .057 and that the pilot's urine tested positive for "cocaine, benzo's, opiates, and cannabinoids." The pilot was placed under arrest for "Operating an Aircraft Under the Influence." The pilot then stated to Sheriff's Department personnel that he had a "few shots" and took a "narco" after the accident. The pilot's wife stated he did not have anything to drink prior to going to the hospital.

PERSONNEL INFORMATION

The pilot-in-command, age 45, held a private pilot certificate with an airplane single-engine land rating. The pilot was issued a third-class medical certificate on July 12, 2004. The medical certificate did not contain any limitations.

The pilot's logbook indicated he had a total of 262 hours of flight time of which 203 hours were in the accident airplane. The pilot's last flight review was recorded on August 17, 2004.

METEOROLOGICAL INFORMATION

The weather conditions reported at the DuPage County Airport (DPA), located 15 miles northwest of the accident site at 2252 were: Wind from 270 degrees at 11 knots; visibility 10 statute miles; overcast clouds at 5,500 feet; temperature 2 degrees Celsius; dew point minus 3 degrees Celsius; altimeter 29.96 inches of mercury.

WRECKAGE AND IMPACT INFORMATION

The airplane came to rest in an open field east of the approach end of runway 27. The airplane was inverted on a southeasterly heading. The right wing separated from the airplane and was lying under the fuselage. This wing had a large semi-circular indentation on the leading edge of the wing. The left wing remained attached to the airframe with damage to the leading edge and wing strut. The leading edge of the left horizontal stabilizer contained a semi-circular indentation. The outboard portion of the right horizontal stabilizer and elevator were crushed. The altimeter setting in the airplane was 30.62 inches of mercury.

MEDICAL AND PATHOLOGICAL INFORMATION

Following the accident blood and urine samples from the pilot were sent to the Illinois State Police Westchester Forensic Science Laboratory for testing. The blood samples were not analyzed for drugs and the urine samples were not analyzed for volatiles. The results of the tests conducted were:

Less than 0.010 g/dL Ethanol detected in blood
Acetaminophen detected in urine
Ibuprofen detected in urine
Lidocaine detected in urine
Levamisole detected in urine
Diphenhydramine detected in urine
Dihydrocodeine detected in urine
Hydrocodone detected in urine
Citalopram detected in urine
Tetrahydrocannabinol (THC) metabolite detected in urine
Cocaine and metabolites detected in urine
Alprazolam detected in urine

The NTSB received toxicological samples from both the hospital where the pilot was treated and from the Illinois Stated Police Westchester Forensic Science Laboratory. Both sets of samples were tested by the FAA Civil Aeromedical Institute and a Forensic Toxicology Non-Fatal Accident Report was prepared which showed the following substances were detected:

93 (mg/dL, mg/hg) Ethanol detected in urine

44 (mg/dL, mg/hg) Ethanol detected in blood
49.07 (ug/ml, ug/g) Acetaminophen detected in urine
2.706 (ug/ml, ug/g) Alpha-hydroxyalprazolam detected in urine
Alpha-hydroxyalprazolam not detected in blood
4.654 (ug/ml, ug/g) Alprazolam detected in urine
0.08 (ug/ml, ug/g) Alprazolam detected in blood
347.73 (ug/ml, ug/g) Benzoyllecgonine detected in urine
1.774 (ug/ml, ug/g) Benzoyllecgonine detected in blood
Citalopram detected in urine
0.07 (ug/ml, ug/g) Citalopram detected in blood
8.279 (ug/ml, ug/g) Cocaethylene detected in urine
Cocaethylene not detected in blood
32.42 (ug/ml, ug/g) Cocaine detected in urine
Cocaine not detected in blood
0.469 (ug/ml, ug/g) Dihydrocodeine detected in urine
0.009 (ug/ml, ug/g) Dihydrocodeine detected in blood
Diphenhydramine detected in urine
0.024 (ug/ml, ug/g) Diphenhydramine detected in blood
Ecgonine methyl ester detected in urine
Ecgonine methyl ester detected in blood
4.807 (ug/ml, ug/g) Hydrocodone detected in urine
0.11 (ug/ml, ug/g) Hydrocodone detected in blood
Ibuprofen detected in urine
Lidocaine detected in urine
N-Desmethylocitalopram detected in urine
0.04 (ug/ml, ug/g) N-Desmethylocitalopram detected in blood
Ranitidine detected in urine
0.0994 (ug/ml, ug/g) Tetrahydrocannabinol carboxylic acid (Marihuana) detected in urine
Tetrahydrocannabinol carboxylic acid (Marihuana) not detected in blood

Sheriffs Department personnel located two bottles of pills in the wreckage. The first bottle was labeled Hydrocodone/APAP 10 mg with the pilot's name on the prescription label. This bottle contained:

18 white round tablets each marked "20"/"FL" (Escitalopram)
1 white oblong tablet marked "M357" (Hydrocodone/Acetaminophen mixture)
7 pink round tablets marked "OR 606" (Ranitidine)
1 pink/white capsule marked "44-107"/"44-107" (Diphenhydramine)
4 yellow oval tablets marked "Watson 853" (Hydrocodone/Acetaminophen mixture)
4 blue oval tablets marked "L368" (Naproxen)
8 partial and 8 whole rectangular tablets marked "R039" (Alprazolam)
1 partial round white tablet marked with a partial "V"

The second bottle was labeled Alprazolam 2 mg tablet with the pilot's name on the prescription label. This bottle contained:

29 partial and 69 whole yellow rectangular tablets marked "R039"

Acetaminophen and ibuprofen are over-the-counter pain relievers and fever reducers.

Alprazolam is a prescription anti-anxiety medication also known by the trade name Xanax.

Alpha-hydroxyalprazolam is an active metabolite of alprazolam.

Citalopram is a prescription antidepressant, also known by the trade name of Celexa. N-

Desmethylcitalopram is a metabolite of citalopram.

Cocaethylene is a substance formed when cocaine and alcohol are simultaneously present in the body.

Benzoyllecgonine and ecgonine methyl ester are inactive metabolites of cocaine.

Diphenhydramine is an over-the-counter antihistamine with sedative effects.

Hydrocodone is a prescription narcotic painkiller. Dihydrocodeine is a metabolite of hydrocodone.

Lidocaine is a topical or local anesthetic.

Ranitidine is an over-the-counter anti-acid medication commonly known as Zantac.

Tetrahydrocannabinol carboxylic acid is an inactive metabolite of tetrahydrocannabinol, the primary active substance in marijuana.

The blood sample was drawn approximately 2 hours and 15 minutes after the accident.

The typical blood alcohol metabolism rate is 0.015 percent per hour,

The pilot stated to an FAA inspector that he used cocaine around 1000 on the morning of the accident.

According to the airport manager, the runway was equipped with a simplified visual approach slope indicator system which used green, yellow, and red lights. The pilot reported seeing red lights just prior to adding power.

Pilot Information

Certificate:	Private	Age:	45, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	None None	Last FAA Medical Exam:	July 12, 2004
Occupational Pilot:	No	Last Flight Review or Equivalent:	August 17, 2004
Flight Time:	262 hours (Total, all aircraft), 203 hours (Total, this make and model), 209 hours (Pilot In Command, all aircraft), 1 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N759HF
Model/Series:	182 Q	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18266001
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:		Certified Max Gross Wt.:	2950 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	O470
Registered Owner:	Oskvarek Evangeline Trustee	Rated Power:	230 Horsepower
Operator:	Sean M. Oskvarek	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night/dark
Observation Facility, Elevation:	DPA,758 ft msl	Distance from Accident Site:	15 Nautical Miles
Observation Time:	22:52 Local	Direction from Accident Site:	315°
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:	Overcast / 5500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	11 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	2°C / -3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Delavan, WI (C59)	Type of Flight Plan Filed:	None
Destination:	Downers Grove, IL (LL22)	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class D

Airport Information

Airport:	Brookeridge Air Park LL22	Runway Surface Type:	
Airport Elevation:	750 ft msl	Runway Surface Condition:	
Runway Used:	27	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 1 None	Latitude, Longitude:	41.732498,-87.999168

Administrative Information

Investigator In Charge (IIC):	Sullivan, Pamela
Additional Participating Persons:	Charlie Gaspadarek; FAA DPA FSDO; W. Chicago, IL Kevin Raymond; FAA DPA FSDO; W. Chicago, IL
Report Date:	May 27, 2009
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=69449

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).