



Aviation Investigation Final Report

Location:	LANSING, Illinois	Accident Number:	CHI97LA028
Date & Time:	November 16, 1996, 21:34 Local	Registration:	N8308V
Aircraft:	Piper PA-32R-301T	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Serious, 2 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot stated the 'directional plane' at the airport was indicating winds from 180 to 240 degrees, which favored runway 27. He stated that this information contradicted what the AWOS had reported. Subsequently, the pilot realized he would not be able stop the airplane on the runway. However, given the length of runway remaining, the airspeed, and the dark night conditions, he doubted he could 'rotate' the airplane off the runway. The airplane traveled off the end of runway 27 at a speed of about 35 knots. AWOS at the time of the accident was reporting winds from 160 degrees at 16 knots gusting to 24 knots.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's improper planning/decision, and his failure to go around, while there was still sufficient runway remaining. The unfavorable wind condition was a related factor.

Findings

Occurrence #1: OVERRUN
Phase of Operation: LANDING - ROLL

Findings

1. (C) PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. (F) LIGHT CONDITION - DARK NIGHT
3. (F) WEATHER CONDITION - HIGH WIND
4. (F) WEATHER CONDITION - GUSTS

5. (F) WEATHER CONDITION - VARIABLE WIND
6. (F) WEATHER CONDITION - TAILWIND
7. (C) GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Factual Information

On November 16, 1996, at 2134 central standard time, a Piper PA- 32R-301T, N8308V, operated by a private pilot collided with a ditch at the departure end of the runway while landing on runway 27 (3,655' x 75') at the Lansing Municipal Airport, Lansing, Illinois. The personal 14 CFR Part 91 flight was operating in visual meteorological conditions without a flight plan. The pilot and one passenger received minor injuries. Two other passengers were seriously injured. The airplane was substantially damaged. The flight originated from Romeo, Michigan, at 2130 eastern standard time.

The pilot stated that while en route from Romeo, Michigan, to Lansing he monitored the Automated Weather Observation Station (AWOS) located at Lansing. He stated the AWOS was reporting strong southerly winds. He stated that upon reaching the Lansing Municipal Airport he flew over the airport and noticed the "directional plane" moving from 180 degrees to 240 degrees and that it contradicted what the AWOS was reporting. He stated runway 27 was favored due to the variable wind direction.

According to the pilot he made one landing attempt on runway 27 which ended in a go-around as he was unable to maintain alignment with the runway centerline. He stated that during the second attempt he used two notches of flaps instead of three which was what he used during the first attempt. He stated the airplane touched down near the runway numbers at an indicated airspeed of 85 to 90 knots. He stated that seconds later the airspeed had decreased to 70 knots; however, it was still 60 knots when the airplane was half way down the runway. The pilot continued to report, "I pulled the last notch of flaps on and forcefully applied the brakes at this time... ." He stated that with 1,000 feet of runway remaining the airspeed was indicating 50 knots. The pilot reported, "Realizing that due to my present airspeed, amount of runway I had remaining, the darkness of the area in front and above me and the winds I most probably could not rotate the plane off of the pavement... ."

He stated that as he passed the runway end lights he noted the airspeed had slowed to 35 knots. The airplane continued off the end of the runway where it contacted a guard rail prior to coming to a stop.

The Lansing AWOS was reporting winds from 160 degrees at 16 knots gusting to 24 knots at the time of the accident.

Pilot Information

Certificate:	Private	Age:	42, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	December 29, 1995
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	316 hours (Pilot In Command, all aircraft), 68 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N8308V
Model/Series:	PA-32R-301T PA-32R-301	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	32R-8129016
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	6500 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:	Installed	Engine Model/Series:	T10-540
Registered Owner:	KALVEST COMPANY, INC.	Rated Power:	300 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night/dark
Observation Facility, Elevation:	IGQ ,616 ft msl	Distance from Accident Site:	
Observation Time:	22:00 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 1200 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	16 knots / 24 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ROME0 , MI (D98)	Type of Flight Plan Filed:	None
Destination:	(IGQ)	Type of Clearance:	None
Departure Time:	21:30 Local	Type of Airspace:	Class E

Airport Information

Airport:	LANSING MUNICIPAL IGQ	Runway Surface Type:	Asphalt
Airport Elevation:	616 ft msl	Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	3658 ft / 75 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	2 Serious, 1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Serious, 2 Minor	Latitude, Longitude:	41.560283,-87.540222(est)

Administrative Information

Investigator In Charge (IIC):	Sullivan, Pamela
Additional Participating Persons:	GERALD D WYATT; WEST CHICAGO , IL
Original Publish Date:	June 30, 1997
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=10492

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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](#).