



Aviation Investigation Final Report

Location:	PITTSFIELD, Illinois	Accident Number:	CHI83LA352
Date & Time:	August 2, 1983, 18:05 Local	Registration:	N111BT
Aircraft:	PIPER PA-22	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE STUDENT PLT WAS ON A PERSONAL FLT WITH A PASSENGER ON BOARD. DURING ARRIVAL, HE LANDED ON RWY 25 (1700 FT LONG) WITH A X-WIND FROM 160 DEG AT 8 KTS. HE REPORTED THAT THE LANDING WAS MADE ON HIS 2ND ATTEMPT, BUT HE DID NOT GET ON THE GROUND SOON ENOUGH TO SUCCESSFULLY STOP. THE ACFT CONTINUED OFF THE END OF THE RWY & STRUCK A FENCE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

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

Findings

1. (F) PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. (F) WEATHER CONDITION - CROSSWIND
3. (C) DISTANCE - MISJUDGED - PILOT IN COMMAND
4. (C) AIRSPEED - MISJUDGED - PILOT IN COMMAND
5. (C) GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
6. (F) LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

7. (F) OBJECT - FENCE

Factual Information

Pilot Information

Certificate:	Student	Age:	53, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	June 22, 1983
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	54 hours (Total, all aircraft), 10 hours (Total, this make and model), 8 hours (Pilot In Command, all aircraft), 5 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N111BT
Model/Series:	PA-22 PA-22	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	22-1127
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	September 10, 1982 Annual	Certified Max Gross Wt.:	1950 lbs
Time Since Last Inspection:	13 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1357 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-290
Registered Owner:	ELZA C. LACY	Rated Power:	145 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:	Day
Observation Facility, Elevation:	UIN ,805 ft msl	Distance from Accident Site:	5 Nautical Miles
Observation Time:	18:00 Local	Direction from Accident Site:	40°
Lowest Cloud Condition:	Scattered / 25000 ft AGL	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	160°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	32°C / 18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	MAPLE PARK , IL (59IL)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	17:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	PITTSFIELD K97	Runway Surface Type:	Asphalt
Airport Elevation:	805 ft msl	Runway Surface Condition:	Dry
Runway Used:	25	IFR Approach:	None
Runway Length/Width:	1700 ft / 50 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	39.609722,-90.800895(est)

Administrative Information

Investigator In Charge (IIC): Seidlein, George

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=12289>

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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](#).