



Aviation Investigation Final Report

Location:	FOND DU LAC, Wisconsin	Accident Number:	CHI85LA327
Date & Time:	July 26, 1985, 23:00 Local	Registration:	N5604V
Aircraft:	Howard Aircraft Corp. DGA-15P	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT HAD ACCURUED APRX 12 HRS OF FLYING TIME ON THE DAY OF THE ACCIDENT. DURING THE FINAL LANDING THE ACFT TOUCHED DOWN AT THE RWY MID-POINT AND BOUNCED. THE ACFT THEN STRUCK A RWY LIGHT AND VEERED OFF THE RWY PAVED SURFACE INTO SOFT SOD. THE PLT ATTEMPTED TO GO AROUND BUT THE SOFT SURFACE CAUSED SLOW ACCELERATION. SHORTLY AFTER BREAKING GROUND THE ACFT ATRUCK LOCALIZER ANTENNA POLES OFF THE END OF THE RWY AND FELL TO THE GROUND.

Probable Cause and Findings

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

Findings

Occurrence #1: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) JUDGMENT - IMPROPER - PILOT IN COMMAND
 2. (C) IMPROPER USE OF PROCEDURE - PILOT IN COMMAND
 3. (C) PHYSIOLOGICAL CONDITION - PILOT IN COMMAND
 4. (C) FATIGUE - PILOT IN COMMAND
 5. (C) FATIGUE(FLIGHT AND GROUND SCHEDULE) - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: GO-AROUND (VFR)

Findings

- 6. (C) RECOVERY FROM BOUNCED LANDING - NOT ATTAINED - PILOT IN COMMAND
 - 7. (F) DESIGN STRESS LIMITS OF AIRCRAFT - INITIATED - PILOT IN COMMAND
 - 8. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

- 9. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Airline transport	Age:	61, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	April 3, 1984
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	23000 hours (Total, all aircraft), 570 hours (Total, this make and model), 10000 hours (Pilot In Command, all aircraft), 22 hours (Last 90 days, all aircraft), 12 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Howard Aircraft Corp.	Registration:	N5604V
Model/Series:	DGA-15P DGA-15P	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	859
Landing Gear Type:	Tailwheel	Seats:	5
Date/Type of Last Inspection:	November 1, 1984 100 hour	Certified Max Gross Wt.:	4425 lbs
Time Since Last Inspection:	89 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2492 Hrs	Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	R-985 SERIES
Registered Owner:	BRYCE B. HUNT	Rated Power:	450 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:	OSH	Distance from Accident Site:	
Observation Time:	03:45 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots / 3 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	24°C / 18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	SIoux CITY , IA (SUX)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	20:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	FON DU LAC COUNTY FLD	Runway Surface Type:	Asphalt
Airport Elevation:	809 ft msl	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	5000 ft / 75 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	43.770957,-88.440856(est)

Administrative Information

Investigator In Charge (IIC): Benzon, Robert

Additional Participating Persons: P HARRIGAN; MILWAUKEE , WI

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=13174>

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](#).