



# Aviation Investigation Final Report

<b>Location:</b>	BELLEVILLE, Indiana	<b>Accident Number:</b>	CHI87LA215
<b>Date &amp; Time:</b>	September 19, 1987, 19:30 Local	<b>Registration:</b>	N7108B
<b>Aircraft:</b>	PIPER PA-22-150	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE AIRCRAFT WAS RETURNING TO AN UNLIGHTED PRIVATE AIRSTRIP AFTER A LOCAL PLEASURE FLIGHT. THE SUN HAD SET BUT, ACCORDING TO THE PILOT, THE SKY WAS STILL ILLUMINATED. THE PILOT STATED HE WAS ABLE TO SET UP AN APPROACH, BUT WHEN ESTABLISHED ON FINAL HE 'LOST SIGHT' OF THE RUNWAY. THE PILOT STATED HE EXECUTED A 'LOW' GO-AROUND TO TRY AND SPOT THE RUNWAY, THEN ELECTED TO TRY A SECOND APPROACH. AGAIN THE PILOT REPORTEDLY 'LOST SIGHT' OF THE RUNWAY ON FINAL. THE PILOT STATED HE DECIDED TO PERFORM ANOTHER GO-AROUND AND FLY TO A NEAR-BY AIRPORT WITH LIGHTS. THE PILOT WAS STARTING THE SECOND GO-AROUND ATTEMPT WHEN THE AIRCRAFT STRUCK A FENCE, FLIPPING IT OVER ONTO ITS BACK.

## Probable Cause and Findings

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

### Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: GO-AROUND (VFR)

#### Findings

1. (F) LIGHT CONDITION - DUSK
2. (C) IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND

3. (F) OBJECT - FENCE
4. (C) ALTITUDE - MISJUDGED - PILOT IN COMMAND
5. (C) VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
6. (C) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	40, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim	<b>Last FAA Medical Exam:</b>	August 22, 1987
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	159 hours (Total, all aircraft), 10 hours (Total, this make and model), 159 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N7108B
<b>Model/Series:</b>	PA-22-150 PA-22-150	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	224324
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	August 19, 1987 Annual	<b>Certified Max Gross Wt.:</b>	1950 lbs
<b>Time Since Last Inspection:</b>	10 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2640 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-320-A1A
<b>Registered Owner:</b>	JAMES R DRAPER	<b>Rated Power:</b>	150 Horsepower
<b>Operator:</b>	JAMES R. DRAPER	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Dusk
<b>Observation Facility, Elevation:</b>	IND ,797 ft msl	<b>Distance from Accident Site:</b>	10 Nautical Miles
<b>Observation Time:</b>	19:50 Local	<b>Direction from Accident Site:</b>	60°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	6 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	220°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	17°C / 8°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	BELLEVILLE , IN (681 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	00:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	COOPER PVT 681	<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>	860 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	27	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	2000 ft / 80 ft	<b>VFR Approach/Landing:</b>	Go around;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	39.680168,-86.519943(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Dinwiddie, Carl
<b>Additional Participating Persons:</b>	JOHN A WALTZ; INDIANAPOLIS , IN EDDIE M OCHOA; WEST CHICAGO , IL
<b>Original Publish Date:</b>	January 11, 1989
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=13828">https://data.nts.gov/Docket?ProjectID=13828</a>

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](#).