



Aviation Investigation Final Report

Location:	LINCOLN, Illinois	Accident Number:	CHI90LA014
Date & Time:	October 21, 1989, 09:44 Local	Registration:	N9487T
Aircraft:	PIPER PA-38-112	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT LANDED AT AN ARPT THAT WAS CLOSED FOR CONSTRUCTION WHEN HIS ACFT WAS LOW ON FUEL. HE REFUELED, BUT ONLY HAD ABOUT 1200 FT OF AVAILABLE RWY FOR TAKEOFF. THE SOD RWY WAS WET & THE GRASS WAS RPRTD TO BE 'LONG.' THE PLT RPRTD THAT AFTER TAKEOFF, THE ACFT WOULD NOT CLIMB. HE SAID THAT HE TURNED RIGHT & LANDED TO AVOID OBSTRUCTIONS, (TREES & HOUSES), BUT THE ACFT HIT 2 HOUSES BEFORE STOPPING.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: IMPROPER PLANNING/DECISION BY THE PILOT, WHICH RESULTED IN HIS FAILURE TO ATTAIN SUFFICIENT AIRSPEED. FACTORS RELATED TO THE ACCIDENT WERE: THE RUNWAY CONDITION & OBSTRUCTIONS.

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: TAKEOFF - ABORTED

Findings

1. (C) PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. (F) AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - HIGH VEGETATION
3. (F) AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - WET
4. (C) AIRSPEED - NOT ATTAINED - PILOT IN COMMAND

5. (F) TERRAIN CONDITION - HIGH OBSTRUCTION(S)
6. (C) ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
7. (F) OBJECT - LOOSE OBJECTS

Factual Information

Pilot Information

Certificate:	Private	Age:	36, 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 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	February 17, 1989
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	206 hours (Total, all aircraft), 25 hours (Total, this make and model), 167 hours (Pilot In Command, all aircraft), 25 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N9487T
Model/Series:	PA-38-112 PA-38-112	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	38-78A0114
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1670 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	O-235-L2C
Registered Owner:	STEVAN E. VOWELL	Rated Power:	112 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:	SPI ,597 ft msl	Distance from Accident Site:	26 Nautical Miles
Observation Time:	09:50 Local	Direction from Accident Site:	215°
Lowest Cloud Condition:	Clear	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	260°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	9°C / -1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:	MORRIS , IL (C09)	Type of Clearance:	None
Departure Time:	05:20 Local	Type of Airspace:	Class G

Airport Information

Airport:	LOGAN COUNTY 3LC	Runway Surface Type:	Grass/turf
Airport Elevation:	597 ft msl	Runway Surface Condition:	Vegetation
Runway Used:	32	IFR Approach:	None
Runway Length/Width:	2700 ft / 200 ft	VFR Approach/Landing:	None

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:	40.150974,-89.360351 (est)

Administrative Information

Investigator In Charge (IIC): Wilson, Stephen

Additional Participating Persons:

Original Publish Date: June 28, 1991

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=14581>

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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](#).