



Aviation Investigation Final Report

Location:	LANSING, Illinois	Accident Number:	CHI90LA018
Date & Time:	October 22, 1989, 18:45 Local	Registration:	N6736L
Aircraft:	BEECH A36	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

WHILE ATTEMPTING TO TAXI FROM THE RUNWAY TO THE HANGAR/RAMP AREA AFTER LANDING, THE PLT TAXIED ACROSS A GRASSY AREA TO GET TO THE MARKED TEMPORARY GRASS TAXIWAY. AS HE TAXIED THROUGH THE GRASSY AREA, THE ACFT'S LEFT MAIN LANDING GEAR DROPPED INTO AN UNMARKED HOLE WHICH THE PLT ESTIMATED TO BE 23' DEEP. THE PLT WAS ABLE TO TAXI THE ACFT OUT OF THE HOLE BY USING POWER; HOWEVER SUBSTANTIAL DAMAGE RESULTED TO THE ACFT. THE ARPT WAS IN THE MIDST OF ONGOING CONSTRUCTION, AND THE HOLE WAS ONE OF SEVERAL CAUSED BY THE RELOCATION OF THE VASI LIGHT INSTALLATION DUE TO RUNWAY EXPANSION. THE AIRPORT MANAGEMENT STATED THAT THE HOLES HAD BEEN 'RESTORED' AFTER THE VASI STRUCTURES WERE REMOVED; THEY WERE 'RESTORED' AGAIN THE DAY AFTER THE ACCIDENT. THE PLT DESCRIBED THE LIGHT CONDITIONS AS 'DARK NIGHT' AT THE TIME OF THE ACCIDENT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: PILOT'S POOR JUDGEMENT IN ELECTING TO TAXI ACROSS AN UNMARKED AREA IN DARK NIGHT CONDITIONS, AT AN AIRPORT WITH KNOWN CONSTRUCTION IN PROGRESS AND THE AIRPORT MANAGEMENT'S FAILURE TO ASSURE THE INITIAL REPAIRS WERE SUFFICIENT TO CORRECT THE HOLES MADE DURING CONSTRUCTION.

Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: TAXI - FROM LANDING

Findings

1. (C) JUDGMENT - POOR - PILOT IN COMMAND
2. (C) OTHER AIRPORT/RUNWAY MAINTENANCE - POOR - AIRPORT PERSONNEL
3. (F) NOTAMS - NOT UNDERSTOOD - PILOT IN COMMAND
4. (F) LIGHT CONDITION - DARK NIGHT
5. (F) VISUAL LOOKOUT - REDUCED - PILOT IN COMMAND
6. (C) TERRAIN CONDITION - DITCH
7. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - ENCOUNTERED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	49, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	April 12, 1989
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	2200 hours (Total, all aircraft), 355 hours (Total, this make and model), 2200 hours (Pilot In Command, all aircraft), 50 hours (Last 90 days, all aircraft), 18 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N6736L
Model/Series:	A36 A36	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	E-2019
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	March 21, 1989 Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	103 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1225 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-520-BB
Registered Owner:	RONALD N. CAVANAUGH	Rated Power:	285 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:		Distance from Accident Site:	
Observation Time:	19:00 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	16°C / -18°C
Precipitation and Obscuration:			
Departure Point:	KOKOMO , IN (OKK)	Type of Flight Plan Filed:	None
Destination:	LANSING , IL (3HA)	Type of Clearance:	None
Departure Time:	17:45 Local	Type of Airspace:	Class G

Airport Information

Airport:	LANSING MUNICIPAL 3HA	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	41.559806,-87.539459(est)

Administrative Information

Investigator In Charge (IIC): Reeves, Jodi

Additional Participating Persons:

Original Publish Date: July 11, 1990

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=14585>

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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](#).