



Aviation Investigation Final Report

Location:	RENSELAER, Indiana	Accident Number:	CHI92LA048
Date & Time:	December 10, 1991, 05:50 Local	Registration:	N61054
Aircraft:	BEECH A36	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal, 3 Serious
Flight Conducted Under:	Part 91: General aviation		

Analysis

THE AIRPLANE TOOK OFF ON RUNWAY 36 APPROXIMATELY 0545 HOURS. ABOUT 3/4 MILE NORTH AND SLIGHTLY EAST OF THE EXTENDED RUNWAY CENTERLINE, THE AIRPLANE IMPACTED THE GROUND ON AN EASTERLY HEADING. THE RIGHT WING SEPARATED FROM THE FUSELAGE AND GROUND FIRE ENSUED. THE AIRCRAFT CONTINUED THROUGH TREES, ACROSS A SET OF RAILROAD TRACKS, BEFORE IT CAME TO A REST IN AN OPEN FIELD POINTING IN A WESTERLY DIRECTION. STATE POLICE DESCRIBED THE WEATHER AT THE TIME OF THE ACCIDENT AS 'FOGGY, HAZY...WITH NO CEILING. VISIBILITY IN IMMEDIATE AREA WAS GIVEN AS 1/8 TO 1/4 MILE. ICE AND FROST WAS READILY FORMING ON PATROL CAR ANTENNAE...' THE POLICE REPORT INDICATES 'THE AIRPLANE SURFACE WAS COVERED WITH FROST...(WHICH) WAS PRIMARILY GONE...BEFORE...PHOTOGRAPHY OF THE SCENE.' TEMPERATURE AND DEW POINT WERE REPORTED AS 26 DEGREES. THE PILOT HAD NO RECOLLECTION OF THE ACCIDENT. THERE WS NO EVIDENCE OF PRE-IMPACT MECHANICAL ANOMALY.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S IMPROPER AIRCRAFT HANDLING WHICH RESULTED IN AN INADVERTENT STALL AND DESCENT. FACTORS RELATED TO THE ACCIDENT WERE THE OBSCURATION & ICING CONDITIONS.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (F) WEATHER CONDITION - OBSCURATION
2. (F) WEATHER CONDITION - ICING CONDITIONS
3. (F) WEATHER EVALUATION - IMPROPER - PILOT IN COMMAND
4. (C) AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
5. (C) STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Findings

6. TERRAIN CONDITION - BERM

Factual Information

Pilot Information

Certificate:	Private	Age:	44, 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:	June 24, 1991
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	600 hours (Total, all aircraft), 160 hours (Total, this make and model), 80 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N61054
Model/Series:	A36 A36	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	E-1938
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	October 11, 1991 Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	84 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1194 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-520-BB
Registered Owner:	ROSE ACRE FARMS	Rated Power:	285 Horsepower
Operator:	ROSE ACRE FARMS	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Night/dark
Observation Facility, Elevation:	LAF ,606 ft msl	Distance from Accident Site:	34 Nautical Miles
Observation Time:	06:32 Local	Direction from Accident Site:	160°
Lowest Cloud Condition:		Visibility	
Lowest Ceiling:	Broken / 200 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-3°C / -3°C
Precipitation and Obscuration:	N/A - None - Fog		
Departure Point:		Type of Flight Plan Filed:	None
Destination:	SEYMOUR , IN (SER)	Type of Clearance:	None
Departure Time:	05:45 Local	Type of Airspace:	Class G

Airport Information

Airport:	JASPER COUNTY RZL	Runway Surface Type:	
Airport Elevation:	685 ft msl	Runway Surface Condition:	
Runway Used:	36	IFR Approach:	
Runway Length/Width:	3100 ft	VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal, 2 Serious	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal, 3 Serious	Latitude, Longitude:	40.930084,-87.139808(est)

Administrative Information

Investigator In Charge (IIC):	Reeves, Jodi
Additional Participating Persons:	B. COPPERNOLL; SOUTH BEND , IN
Original Publish Date:	March 31, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=15363

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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](#).