



Aviation Investigation Final Report

Location:	STREATOR, Illinois	Accident Number:	CHI93LA076
Date & Time:	January 23, 1993, 16:20 Local	Registration:	N2248X
Aircraft:	PIPER PA-28RT-201	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE AIRPLANE TOUCHED DOWN LONG AND TRAVELED OFF THE EAST END OF THE RUNWAY. IT THEN CROSSED A ROAD AND CAME TO REST IN A DITCH. A PILOT WHO LANDED 10 MINUTES PRIOR TO THE ACCIDENT AIRPLANE STATED THE WINDS WERE CALM WHEN HE LANDED; HOWEVER, ANOTHER WITNESS AT THE AIRPORT STATED THE 20 KNOT WIND SOCK WAS STANDING STRAIGHT OUT INDICATING A TAILWIND WHEN THE ACCIDENT AIRPLANE LANDED. THE PILOT STATED THAT MOST PILOTS TENDED TO LAND TO THE EAST AND TAKE OFF TO THE WEST IN ORDER TO AVOID HAVING TO TURN THEIR AIRPLANES AROUND IN THE TURN AROUND AREAS WHICH ARE SMALL.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO PERFORM A GO-AROUND. THE TAILWIND AND THE PILOT'S SELECTION OF THE DOWNWIND RUNWAY WERE FACTOR.

Findings

Occurrence #1: OVERRUN
Phase of Operation: LANDING - ROLL

Findings

1. (F) WEATHER CONDITION - TAILWIND
2. (F) WRONG RUNWAY - SELECTED - PILOT IN COMMAND

3. (C) GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

4. TERRAIN CONDITION - DITCH

Factual Information

Pilot Information

Certificate:	Commercial	Age:	70, 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:	January 12, 1993
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	3564 hours (Total, all aircraft), 225 hours (Total, this make and model), 3437 hours (Pilot In Command, all aircraft), 26 hours (Last 90 days, all aircraft), 16 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N2248X
Model/Series:	PA-28RT-201 PA-28RT-20	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	28R-7918095
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	February 6, 1992 Annual	Certified Max Gross Wt.:	2750 lbs
Time Since Last Inspection:	157 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2484 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-360-C1C6
Registered Owner:	DONALD M. PERISHO	Rated Power:	200 Horsepower
Operator:	DONALD M. PERISHO	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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	16 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	WHEELING , IL (PWK)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	15:45 Local	Type of Airspace:	Class G

Airport Information

Airport:	STREATOR STQ	Runway Surface Type:	Asphalt
Airport Elevation:	653 ft msl	Runway Surface Condition:	Wet
Runway Used:	9	IFR Approach:	None
Runway Length/Width:	2407 ft / 18 ft	VFR Approach/Landing:	Full stop;Traffic pattern

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:	41.119812,-88.829048(est)

Administrative Information

Investigator In Charge (IIC):	Sullivan, Pamela
Additional Participating Persons:	RANDALL MCADAMS; WEST CHICAGO , IL
Original Publish Date:	October 25, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=15654

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](#).