



# Aviation Investigation Final Report

<b>Location:</b>	Culver, Indiana	<b>Accident Number:</b>	CHI01LA120
<b>Date &amp; Time:</b>	April 22, 2001, 11:00 Local	<b>Registration:</b>	N118VU
<b>Aircraft:</b>	American General Aircraft AG5B	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Instructional		

## Analysis

The pilot reported that he encountered deteriorating in-flight visibilities and rain along his route of flight and elected to land at the Fleet Field Airport. The pilot reported that during the landing, on runway 34 (2,400 feet by 75 feet, wet/asphalt), braking action was poor due to the wet runway condition. The pilot stated that the aircraft overran the end of the runway, struck the airport perimeter fence, and finally coming to rest on a perimeter road. No anomalies were found with the aircraft control systems, including the brake system, which could be associated with any preexisting condition. At the time of the accident, weather data indicated the winds were 180-degrees magnetic at 6-knots.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the wrong runway selected by the pilot which resulted in a tailwind landing condition. Factors to the accident were the tailwind, the wet runway, the reduced braking action, and the airport perimeter fence.

## Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation: CRUISE - NORMAL  
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Occurrence #2: OVERRUN

Phase of Operation: LANDING - ROLL

Findings

1. (F) WEATHER CONDITION - TAILWIND
2. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND
3. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET
4. (C) WRONG RUNWAY - SELECTED - PILOT IN COMMAND
5. (F) BRAKES(NORMAL) - REDUCED

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Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ROLL

Findings

6. (F) OBJECT - FENCE

## Factual Information

On April 22, 2001, at 1100 eastern standard time, a American General Aircraft AG5B, N118VU, piloted by a private pilot, sustained substantial damage during a precautionary landing on runway 34 (2,400 feet by 65 feet, wet/asphalt) at the Fleet Field Airport, Culver, Indiana. Visual meteorological conditions prevailed at the time of the accident. The cross-country flight was operating under the provisions of 14 CFR Part 91 and was not on a flight plan. The pilot, the sole occupant, reported no injuries. The flight departed the Lawrenceville-Vincennes Airport, Lawrenceville, Illinois, at 0915.

According to the pilot's written statement, the weather conditions were sky clear, with no visibility restrictions, from his departure airport to West Lafayette, Indiana.

The pilot reported, "I really didn't encounter the bad weather until I was around Culver when I started to experience haze. The further north I went the more extensive the cloud coverage. I dropped down to 2500 from 3500 ft to avoid the clouds. When doing so, I started to encounter mist. The mist turned into a light rain so I turned 180[degrees] to head back to clear weather. I noticed to the west and southwest there were gray clouds. I knew Plymouth was close by and I thought may be that I could make it there so I could utilize the longer runway. The mist and light rain continued and started to obscure my vision out of the front of the aircraft. I felt the conditions were getting worse so I called up Flight Watch. Chicago Flight Watch answered and I told him that, "I was a VFR pilot encountering IFR conditions." His instructions to me were, "To land as soon as possible." Being an inexperienced pilot, I took his advice and elected to land at Culver."

The pilot stated, "I made two low passes to check out the airport and surroundings. The surroundings consisted of woods and trees. I didn't see any type of wind direction device until after I was on the ground. Anyways, on my third approach everything was alright. The landing was good and right down the center. However, when I applied the brakes, they locked up and the plane started to slide with some hydroplaning. I didn't have enough room to clear the trees at the end of the runway if I elected to do a go around so I continued with trying to stop the plane. The plane ended up sliding straight off the runway, crashing through a fence, and came to a halt [halt] on the road."

No anomalies were found with the aircraft control systems, including the brake system, which could be associated with any preexisting condition.

A weather observation station, located at the Goshen Municipal Airport, Goshen, Indiana, 32 nautical miles northeast of the Fleet Field Airport, reported the weather as:

Observation Time: 1053 est

Wind: 180-degrees at 6 knots  
 Visibility: 3 statute miles  
 Sky Condition: Light Rain  
 Mist  
 Scattered 1,700 feet above ground level (agl)  
 Broken 2,100 feet agl  
 Broken 7,500 feet agl  
 Temperature: 19-degrees centigrade  
 Dew Point Temperature: 18-degrees centigrade  
 Pressure: 30.22 inches of mercury

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	18, 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 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	June 27, 2000
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	January 30, 2001
<b>Flight Time:</b>	118 hours (Total, all aircraft), 118 hours (Total, this make and model), 27 hours (Pilot In Command, all aircraft), 51 hours (Last 90 days, all aircraft), 32 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	American General Aircraft	<b>Registration:</b>	N118VU
<b>Model/Series:</b>	AG5B	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	10049
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	March 27, 2001 100 hour	<b>Certified Max Gross Wt.:</b>	2400 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	4100 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-360
<b>Registered Owner:</b>	Board of Trustees for Vincennes University	<b>Rated Power:</b>	180 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>	Vincennes University	<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	GSH,827 ft msl	<b>Distance from Accident Site:</b>	37 Nautical Miles
<b>Observation Time:</b>	10:53 Local	<b>Direction from Accident Site:</b>	58°
<b>Lowest Cloud Condition:</b>	Scattered / 1700 ft AGL	<b>Visibility</b>	3 miles
<b>Lowest Ceiling:</b>	Broken / 2100 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	6 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	180°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.21 inches Hg	<b>Temperature/Dew Point:</b>	19°C / 18°C
<b>Precipitation and Obscuration:</b>	Light - None - Rain		
<b>Departure Point:</b>	LAWRENCEVILLE, IL (LWV )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	GRAND RAPIDS, MI (GRR )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	09:15 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	FLEET FIELD AIRPORT IN73	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	821 ft msl	<b>Runway Surface Condition:</b>	Wet
<b>Runway Used:</b>	34	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	2400 ft / 65 ft	<b>VFR Approach/Landing:</b>	Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	41.210617,-86.419013(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Fox, Andrew
<b>Additional Participating Persons:</b>	Don Hales; Federal Aviation Administration; South Bend, IN
<b>Original Publish Date:</b>	October 9, 2001
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	The NTSB traveled to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=52125">https://data.ntsb.gov/Docket?ProjectID=52125</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](#).