



Aviation Investigation Final Report

Location:	Plato Center, Illinois	Accident Number:	GAA18CA069
Date & Time:	December 2, 2017, 16:50 Local	Registration:	N912GR
Aircraft:	WEAVER DAVID A PULSAR 912XP	Aircraft Damage:	Substantial
Defining Event:	Controlled flight into terr/obj (CFIT)	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that, while making a straight-in approach to a private airport just after dusk, but before dark, he attempted to activate the pilot-controlled lighting (PCL) but was unsuccessful. He added that he continued toward the airport, and while maneuvering for landing, he lost sight of the airport. The pilot did not regain visual reference of the airport during the landing descent, and the airplane impacted a fence adjacent to the runway.

The airplane sustained substantial damage to the fuselage.

The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

The airport owner reported that the PCL antenna required line-of-sight with the aircraft to operate the PCL system. Due to the antenna's position and hangars on the airport, the antenna did not receive signals from the southeast, the direction from which the accident airplane was approaching. He added that, because the airport was private, he could not issue a NOTAM to describe the operation of the runway lights.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's decision to continue to land without visual reference to the airport in low light conditions. Contributing to the accident was the pilot's inability to activate the private airport's pilot-controlled lighting system due to its configuration.

Findings

Personnel issues	Geographic disorient (lost) - Pilot
Personnel issues	Decision making/judgment - Pilot
Environmental issues	Runway lighting - Effect on operation
Environmental issues	Low light - Effect on personnel
Environmental issues	Tree(s) - Contributed to outcome

Factual Information

History of Flight

Approach	Miscellaneous/other
Approach	Loss of visual reference
Approach-VFR pattern final	Controlled flight into terr/obj (CFIT) (Defining event)

Pilot Information

Certificate:	Private	Age:	74, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	September 12, 2016
Occupational Pilot:	No	Last Flight Review or Equivalent:	August 8, 2017
Flight Time:	(Estimated) 540 hours (Total, all aircraft), 490 hours (Total, this make and model), 500 hours (Pilot In Command, all aircraft), 4 hours (Last 90 days, all aircraft), 3.5 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	WEAVER DAVID A	Registration:	N912GR
Model/Series:	PULSAR 912XP NO SERIES	Aircraft Category:	Airplane
Year of Manufacture:	1995	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	329
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	October 30, 2017 Condition	Certified Max Gross Wt.:	1060 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	542 Hrs at time of accident	Engine Manufacturer:	ROTAX
ELT:	C91A installed, not activated	Engine Model/Series:	912UL
Registered Owner:	On file	Rated Power:	80 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night
Observation Facility, Elevation:	KDPA,754 ft msl	Distance from Accident Site:	11 Nautical Miles
Observation Time:	22:52 Local	Direction from Accident Site:	121°
Lowest Cloud Condition:	Clear	Visibility	8 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	30.06 inches Hg	Temperature/Dew Point:	8°C / 1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	LAWRENCEVILLE, IL (LWV)	Type of Flight Plan Filed:	None
Destination:	Plato Center, IL (LL53)	Type of Clearance:	None
Departure Time:	15:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	OLSON LL53	Runway Surface Type:	Asphalt
Airport Elevation:	963 ft msl	Runway Surface Condition:	Dry;Rough
Runway Used:	SW	IFR Approach:	None
Runway Length/Width:	2400 ft / 70 ft	VFR Approach/Landing:	Full stop;Straight-in

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:	42.007778,-88.456947(est)

Administrative Information

Investigator In Charge (IIC):	Benhoff, Kathryn
Additional Participating Persons:	James Lobash; FAA; DuPage, IL
Original Publish Date:	February 21, 2018
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=96427

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