



National Transportation Safety Board Aviation Accident Final Report

Location:	MONONA, IA	Accident Number:	CHI97LA280
Date & Time:	09/01/1997, 1100 CDT	Registration:	N6566W
Aircraft:	Piper PA-28	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

The pilot said that he was conducting a low level flight to inspect his crops. He said that when he attempted to gain altitude, the airplane encountered a downdraft, and he was unable to arrest the descent before impact with the terrain.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's improper in-flight planning/decision, and subsequently, his not being able to attain remedial action to avoid impact with the terrain. A related factor was the downdraft.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: MANEUVERING

Findings

1. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. LOW ALTITUDE FLIGHT/MANEUVER - PERFORMED - PILOT IN COMMAND
3. (F) WEATHER CONDITION - DOWNDRAFT
4. (C) REMEDIAL ACTION - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

On September 1, 1997, at 1100 central daylight time, a Piper PA-28-140, N6566W, sustained substantial damage on impact with the terrain while maneuvering at low altitude, near Monona, Iowa. The pilot said he was circling his property checking crops when the airplane struck the ground. The pilot and one passenger reported no injuries. The personal 14 CFR Part 91 flight was operating in visual meteorological conditions. No flight plan was on file. The local flight departed about 1030.

The pilot stated that he was conducting low level flight to inspect his crops. He said he attempted to gain altitude to avoid contact with trees; however, the airplane encountered a downdraft and he was unable to arrest the descent prior to impact with the terrain.

Subsequent to the accident an examination of the airplane and engine failed to reveal any preexisting anomalies.

Pilot Information

Certificate:	Private	Age:	85, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
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:	07/14/1997
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	740 hours (Total, all aircraft), 700 hours (Total, this make and model), 700 hours (Pilot In Command, all aircraft), 1 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N6566W
Model/Series:	PA-28 PA-28	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal; Utility	Serial Number:	28-20647
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	05/29/1997, Annual	Certified Max Gross Wt.:	2150 lbs
Time Since Last Inspection:	1 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2429 Hours	Engine Manufacturer:	Lycoming
ELT:	Installed	Engine Model/Series:	O-320-E2A
Registered Owner:	ARCHIE C. ADNEY	Rated Power:	150 hp
Operator:	ARCHIE C. ADNEY	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KDE, 1157 ft msl	Distance from Accident Site:	25 Nautical Miles
Observation Time:	1105 CDT	Direction from Accident Site:	295°
Lowest Cloud Condition:	Scattered / 1800 ft agl	Visibility	0 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	26° C / 23° C
Precipitation and Obscuration:			
Departure Point:	, IA (7C3)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1030 CDT	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): STEPHEN A WILSON **Report Date:** 05/29/1998

Additional Participating Persons: JIM SMITH; DES MOINES, IA

Publish Date:

Investigation Docket: NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov, or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).