



National Transportation Safety Board Aviation Accident Final Report

Location:	DE KALB, IL	Accident Number:	CHI93FA153
Date & Time:	05/01/1993, 1514 CDT	Registration:	N6783G
Aircraft:	CESSNA 150L	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE AIRPLANE WAS OBSERVED ON A LONG LOW FINAL APPROACH TO THE RUNWAY. THE AIRPLANE WAS OBSERVED TO WOBBLE AND PITCH NOSE DOWN AND BEGIN A ROTATION JUST PRIOR TO IMPACT WITH THE TERRAIN. THERE WERE TWO CERTIFICATED PILOTS ONBOARD THE AIRPLANE. IT IS UNKNOWN WHICH PILOT WAS OPERATING THE CONTROLS. THE PILOT OCCUPYING THE RIGHT SEAT HAD NO LOGGED FLIGHTS WITHIN THE PRECEDING 90 DAYS. THE PILOT IN THE LEFT SEAT DID NOT POSSESS A VALID BIENNIAL FLIGHT REVIEW.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE FAILURE OF THE PILOT FLYING THE AIRPLANE TO MAINTAIN AN AIRSPEED ABOVE STALL SPEED.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (C) AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
2. STALL/SPIN - INADVERTENT - PILOT IN COMMAND

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

Factual Information

HISTORY OF FLIGHT

On May 1, 1993, at 1514 central daylight time, a Cessna 150L, N6783G, registered to Sky Flyers, Inc., of Elgin, Illinois, and operated by a private rated pilot, experienced a departure from controlled flight on final approach to runway 9 (4,199' X 50' dry/asphalt), at De Kalb Taylor Municipal Airport, De Kalb, Illinois. The airplane was destroyed on impact with the terrain. The pilot and a pilot passenger sustained fatal injuries. The personal flight was being conducted in visual meteorological conditions, under provisions of 14 CFR Part 91. No flight plan was on file. The airplane was based at Union, Illinois, and had been observed conducting takeoff and landings at De Kalb, Illinois, prior to the accident. Original departure time is unknown.

There were several eye witnesses to the accident. Their statements are included in the De Kalb Police Case Report attached as an addendum to this report. These witnesses indicated that they observed the airplane on what appeared to be final approach to runway 9. One witnesses stated that the airplane appeared low. Another Witness stated that the airplane was moving slowly. One witness stated that the airplane appeared to wobble, before the nose pitched down and the airplane began to rotate just prior to impact with the terrain.

PERSONNEL INFORMATION

The female pilot occupying the left seat held a private pilot certificate with privileges for airplane single engine land and glider. She was issued a third class medical certificate on October 25, 1991. Her total pilot experience, at the time of the accident, was 283 hours with 197 hours in make and model. She had flown a total of ten hours in the preceding 90 days. Her most recent biennial flight review was 31 months prior to the accident in a Blanik (glider). The male pilot occupying the right seat held a private pilot certificate with privileges for airplane single engine land. He was issued a third class medical certificate on December 24, 1992. His total pilot experience consisted of 212 hours with 98 hours in make and model. He had no flight hours logged in the preceding 90 days. His most recent biennial flight review was seven months prior to the accident in a Cessna 172.

AIRCRAFT INFORMATION

The airplane was a Cessna 150L, N6783G, serial number 15072283. The airplane had accumulated 6,562 hours total time at the time of the accident. The most recent annual inspection was conducted on March 3, 1993, and the airplane had been flown ten hours since the inspection. The engine time since the last major overhaul was 1,038 hours.

WRECKAGE AND IMPACT INFORMATION

The airplane was lying on its top with the front of the airplane headed west northwest. There was a six inch deep crater where the propeller, engine, engine cowling, and nosewheel impacted the terrain. The impact marks lay on a east southeast heading and the indentations in the earth indicated a near vertical descent. There was a circumferential break in the fuselage aft of the baggage compartment and the tailcone lay on top of the inverted fuselage. The engine and firewall penetrated the cockpit. Wing leading edge crush line was symmetrical. The propeller was twisted and had gouge marks on the leading edge. Fuel remained in the tanks. Control continuity was confirmed throughout the airplane. Spark plugs were removed

and found to have combustion deposits. Magnetos were removed and sparked when rotated manually. Fuel remained in the lines to the carburetor and in the carburetor acceleration pump. The carburetor venturi was intact.

MEDICAL AND PATHOLOGICAL INFORMATION

An Autopsy was performed on both pilot's by L. W. Blum. M.D., on May 3, 1993, in Sycamore, Illinois, at the request of the De Kalb County Coroner. Toxicological examination of specimens from both pilots was conducted and is attached as an addendum to this report. No pre-existing anomalies or toxicological factors were found during the examinations which would have contributed to the accident.

ADDITIONAL DATA/INFORMATION

Parties to the investigation were the Federal Aviation Administration, Flight Standards District Office, West Chicago, Illinois, and Cessna Aircraft Company, Wichita, Kansas. All parties were briefed on findings prior to departure from the on scene investigation. The airplane wreckage was released to the insurance company, representing the owner, on May 3, 1993.

Pilot Information

Certificate:	Private	Age:	37, Female
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	Glider	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	10/25/1991
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	283 hours (Total, all aircraft), 197 hours (Total, this make and model), 155 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N6783G
Model/Series:	150L 150L	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	15072283
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	03/16/1993, Annual	Certified Max Gross Wt.:	1600 lbs
Time Since Last Inspection:	10 Hours	Engines:	1 Reciprocating
Airframe Total Time:	6562 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	O-200-A
Registered Owner:	SKY FLYERS, INC.	Rated Power:	100 hp
Operator:	SKY FLYERS, INC.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	ARR, 707 ft msl	Distance from Accident Site:	16 Nautical Miles
Observation Time:	1545 CDT	Direction from Accident Site:	135°
Lowest Cloud Condition:	Scattered / 15000 ft agl	Visibility	20 Miles
Lowest Ceiling:	Overcast / 25000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	20 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	22° C / 12° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class G

Airport Information

Airport:	DEKALB TAYLOR MUNICIPAL (DKB)	Runway Surface Type:	Asphalt
Airport Elevation:	911 ft	Runway Surface Condition:	Dry
Runway Used:	9	IFR Approach:	None
Runway Length/Width:	4199 ft / 50 ft	VFR Approach/Landing:	Traffic Pattern

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	STEPHEN A WILSON	Report Date:	07/25/1994
Additional Participating Persons:	WILLIAM C SUTTON; WEST CHICAGO, IL THOMAS F HUTCHINS; WEST CHICAGO, IL DAVID S RYAN; WICHITA, KS		
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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