



National Transportation Safety Board Aviation Accident Final Report

Location:	DECATUR, IL	Accident Number:	CHI91LA279
Date & Time:	09/01/1991, 1637 CDT	Registration:	N686EE
Aircraft:	VARGA 2180	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE ACCIDENT AIRPLANE COLLIDED WITH TREES AND TERRAIN WHILE ATTEMPTING TO CLIMB FROM TAKEOFF WITH A SAILPLANE IN TOW. THE SAILPLANE RELEASED FROM THE TOW PLANE AND RETURNED TO THE DEPARTURE AIRPORT. ACCORDING TO THE PILOT THE AIRPLANE ENCOUNTERED LIGHT TO MODERATE TURBULENCE DURING INITIAL CLIMB AND THE AIRPLANE SANK INTO TREES ONE MILE NORTH OF THE AIRPORT. IN AN INTERVIEW AFTER THE ACCIDENT THE PILOT DID NOT REMEMBER DOING A WEIGHT AND BALANCE CALCULATION BEFORE TAKEOFF. WHEN QUESTIONED ABOUT STALL RECOGNITION AND RECOVERY THE PILOT STATED THAT THE ACCIDENT AIRPLANE WAS DIFFERENT FROM OTHER AIRCRAFT IN THAT YOU ONLY HAD TO HOLD THE NOSE UP AND THE AIRPLANE WOULD FLY ITSELF OUT. THE DENSITY ALTITUDE AT THE TIME OF THE ACCIDENT WAS 2500 FEET. THE AIRPLANE WAS ESTIMATED TO BE AT OR SLIGHTLY ABOVE ALLOWABLE GROSS WEIGHT AT TAKEOFF.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: INADEQUATE PREFLIGHT PLANNING AND PREPARATION AND AIRPLANE PERFORMANCE DATA NOT UNDERSTOOD BY THE PILOT. FACTORS ASSOCIATED WITH THE ACCIDENT ARE THE PILOT'S LACK OF TOTAL EXPERIENCE IN TYPE OF OPERATION, DELAYED REMEDIAL ACTION, AND THE OPERATOR'S INSUFFICIENT STANDARDS AND REQUIREMENTS.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. (F) INSUFFICIENT STANDARDS/REQUIREMENTS - COMPANY/OPERATOR MGMT
4. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
5. (F) LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
6. (C) PERFORMANCE DATA - NOT UNDERSTOOD - PILOT IN COMMAND
7. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: DESCENT - UNCONTROLLED

Findings

8. (F) REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
9. LOAD JETTISON - NOT PERFORMED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	54, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	10/01/1989
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	142 hours (Total, all aircraft), 109 hours (Total, this make and model), 48 hours (Pilot In Command, all aircraft), 23 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	VARGA	Registration:	N686EE
Model/Series:	2180 2180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal; Utility	Serial Number:	VAC17181
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1817 lbs
Time Since Last Inspection:	0 Hours	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	O-360-A4D
Registered Owner:		Rated Power:	180 hp
Operator:	ILLINOIS WING CIVIC AIR PATROL	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	DEC, 680 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	1647 CDT	Direction from Accident Site:	180°
Lowest Cloud Condition:	Thin Overcast / 10000 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	29° C / 17° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:	HILVETY, IL (4K4)	Type of Clearance:	None
Departure Time:	1637 CDT	Type of Airspace:	

Airport Information

Airport:	DECATUR (DEC)	Runway Surface Type:	Grass/turf
Airport Elevation:	680 ft	Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	William C Bruce	Report Date:	12/04/1992
Additional Participating Persons:	MIKE LYNCH		
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](#).