



National Transportation Safety Board Aviation Accident Data Summary

Location:	DECATUR, IL	Accident Number:	CHI91LA279
Date & Time:	09/01/1991, 1637 CDT	Registration:	N686EE
Aircraft:	VARGA 2180	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

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

Pilot Information

Certificate:	Private	Age:	54
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	
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	Engines:	1 Reciprocating
Operator:	ILLINOIS WING CIVIC AIR PATROL	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	O-360-A4D
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	DEC, 680 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	10 knots / , 90°
Temperature:	29° C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:		Destination:	HILVETY, IL (4K4)

Airport Information

Airport:	DECATUR (DEC)	Runway Surface Type:	Grass/turf
Runway Used:	0	Runway Surface Condition:	Dry
Runway Length/Width:			

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): William C Bruce

Adopted Date: 12/04/1992

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/>.

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.