



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	BURLINGTON, WI	<b>Accident Number:</b>	CHI00LA235
<b>Date &amp; Time:</b>	08/01/2000, 1800 CDT	<b>Registration:</b>	N5293W
<b>Aircraft:</b>	Piper PA-28-160	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

The pilot said he had gotten airborne and was approximately 300 feet above the ground when "the aircraft engine had a sudden loss of power. I was already in a slight right hand turn, so I sharpened the turn, in an attempt to return to the runway. The attempt failed." An examination of the fuel system showed negligible fuel in the left main tank. The right main tank showed approximately 10 gallons of fuel. The fuel selector was on the right tank. Fuel was observed in the gascolator. During a post-crash examination, the engine was started and ran at idle power. Examination of the remaining airplane systems revealed no anomalies.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: loss of engine power for undetermined reasons and the pilot's failure to maintain clearance from the fence during the forced landing attempt. Factors relating to the accident were the pilot's improper in-flight planning and decision to turn back toward the runway during the forced landing attempt, the airport fence, and the corn crop.

## Findings

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Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL  
Phase of Operation: CLIMB

### Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED  
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Occurrence #2: FORCED LANDING  
Phase of Operation: EMERGENCY DESCENT/LANDING  
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Occurrence #3: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: EMERGENCY DESCENT/LANDING

### Findings

2. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND  
3. (F) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND  
4. (F) OBJECT - FENCE  
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Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: EMERGENCY LANDING

### Findings

5. (F) TERRAIN CONDITION - CROP

## Factual Information

On August 1, 2000, at 1800 central daylight time (cdt), a Piper PA-28-160, N5293W, operated by a private pilot, was substantially damaged when the airplane struck a fence and impacted terrain during a forced landing. Prior to the forced landing attempt, the airplane experienced a loss of engine power on initial climb after takeoff from runway 29 (4,300 feet by 75 feet, dry asphalt), at the Burlington Municipal Airport, Burlington, Wisconsin. Visual meteorological conditions prevailed at the time of the accident. The personal flight was operating under the provisions of 14 CFR Part 91, and was not operating on a flight plan. The pilot reported no injuries. The flight was originating at the time of the accident with a planned destination of the Lake Geneva Aire Estates Airport, Lake Geneva, Wisconsin.

In his written statement, the pilot said he had gotten airborne and was approximately 300 feet above the ground when "the aircraft engine had a sudden loss of power. I was already in a slight right hand turn, so I sharpened the turn, in an attempt to return to the runway. The attempt failed."

A Federal Aviation Administration (FAA) inspector examined the airplane at the accident site. The airplane was resting upright on the edge of a cornfield and an east-west running gravel road, 1/4 mile north of the departure end of runway 29. The airplane was oriented on a 055-degree magnetic heading. The airplane's left outboard wing leading edge was bent aft to the spar. The right outboard wing leading edge was bent downward. The left main landing gear was broken aft. The left and right wings were bent aft at the roots. The left and right forward wing attach points were broken. The fuselage, beginning beneath the airplane's cabin, and running aft to just forward of the empennage, was buckled aft. An examination of the airplane showed little to no fuel in the left main fuel tank. The right main fuel tank showed approximately 10 gallons of fuel. The fuel selector switch was observed to be positioned to the right tank. Fuel was observed in the gascolator. Flight control continuity was confirmed. During the post-crash examination, the engine was started and ran at idle power. An examination of the other airplane systems revealed no anomalies.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	39, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	07/27/2000
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	656 hours (Total, all aircraft), 554 hours (Total, this make and model), 623 hours (Pilot In Command, all aircraft), 1 hours (Last 90 days, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N5293W
Model/Series:	PA-28-160 PA-28-160	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	344
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	08/01/2000, Annual	Certified Max Gross Wt.:	2200 lbs
Time Since Last Inspection:	0 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1503 Hours	Engine Manufacturer:	Lycoming
ELT:	Installed	Engine Model/Series:	O-320-B2B
Registered Owner:	JEFFERY A RADTKE	Rated Power:	160 hp
Operator:	JEFFERY A RADTKE	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Not Reported
Observation Facility, Elevation:	ENW, 754 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	1753 CDT	Direction from Accident Site:	100°
Lowest Cloud Condition:	Scattered / 4000 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	260°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	82° C / 72° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:	LAKE GENEVA, WI (WI89)	Type of Clearance:	None
Departure Time:	1800 CDT	Type of Airspace:	Class E

## Airport Information

Airport:	BURLINGTON MUNICIPAL ARPT (C52)	Runway Surface Type:	Asphalt
Airport Elevation:	779 ft	Runway Surface Condition:	Dry
Runway Used:	29	IFR Approach:	None
Runway Length/Width:	4300 ft / 75 ft	VFR Approach/Landing:	None

## Wreckage and Impact Information

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

## Administrative Information

<b>Investigator In Charge (IIC):</b>	DAVID BOWLING	<b>Report Date:</b>	09/26/2001
<b>Additional Participating Persons:</b>	DARYL GRUBBS; MILWAUKEE, WI		
<b>Publish Date:</b>			
<b>Investigation Docket:</b>	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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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