



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	SCHAUMBURG, IL	<b>Accident Number:</b>	CHI88LA229
<b>Date &amp; Time:</b>	09/01/1988, 2200 CDT	<b>Registration:</b>	N28774
<b>Aircraft:</b>	GRUMMAN AA-5B	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

DURING AN ATTEMPTED NIGHT LANDING AT AN AIRPORT WITH INOPERATIVE PILOT-CONTROLLED RUNWAY LIGHTS, THE PILOT MADE A SERIES OF LOW PASSES (APPROXIMATELY 6 PASSES) BEFORE TRYING TO LAND. THE AIRCRAFT COLLIDED WITH THE TOP OF A TREE LOCATED SLIGHTLY TO THE LEFT OF THE EXTENDED RUNWAY CENTERLINE. THE AIRCRAFT ENTERED AN UNCONTROLLED DESCENT INTO BRUSHY TERRAIN. THE INOPERATIVE RUNWAY LIGHTS WERE PROPERLY NOTAMED AND THE PILOT HAD RECEIVED A PREFLIGHT BRIEFING.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

## Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

### Findings

1. (F) LIGHT CONDITION - NIGHT
  2. (F) OBJECT - TREE(S)
  3. (C) CLEARANCE - MISJUDGED - PILOT IN COMMAND
  4. (F) IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
  5. (F) AIRPORT FACILITIES, RUNWAY EDGE LIGHTS - NOT OPERATING
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	53
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	1134 hours (Total, all aircraft), 912 hours (Total, this make and model), 1011 hours (Pilot In Command, all aircraft), 67 hours (Last 90 days, all aircraft), 49 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	GRUMMAN	<b>Registration:</b>	N28774
<b>Model/Series:</b>	AA-5B AA-5B	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	KEEGAN, RICHARD J.	<b>Engine Manufacturer:</b>	LYCOMING
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-360-A4K
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Night/Dark
<b>Observation Facility, Elevation:</b>	DPA, 758 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	4 knots / , 140°
<b>Temperature:</b>	16°C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	MILWAUKEE, WI (MKE)	<b>Destination:</b>	SCHAUMBURG, IL (06C)

## Airport Information

<b>Airport:</b>	SCHAUMBURG (06C)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	28	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	3000 ft / 40 ft		

## 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>Latitude, Longitude:</b>			

## Administrative Information

Investigator In Charge (IIC): JODI L REEVES

Adopted Date: 12/03/1989

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](mailto: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 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.