



National Transportation Safety Board Aviation Accident Final Report

Location:	PENDLETON, IN	Accident Number:	CHI82DA147
Date & Time:	05/01/1982, 0905 EST	Registration:	N98L
Aircraft:	MONG SPORT MS-1	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Serious

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

WHEN THE PILOT ARRIVED AT ANDERSON, INDIANA, HE WAS UNABLE TO FIND THE ACE AIRPORT. HE SAW HUNTZINGER AIRPORT, A PRIVATE STRIP, AND DECIDED TO LAND TO FIND OUT EXACTLY WHERE ACE AIRPORT WAS LOCATED. DURING AN APPROACH TO THE SOD RUNWAY, THE AIRCRAFT COLLIDED WITH POWER LINES AND CRASHED. THE PILOT STATED THAT THE POWER LINE POLES WERE HIDDEN BY TREES AND THE LINES WERE NOT MARKED. THE OWNER HAD OFFERED TO ASSUME THE COST TO BURY THE LINES, BUT AS OF THE DATE OF THE ACCIDENT, THE LOCAL GOVERNMENT HAD NOT APPROVED THE ACTION.

Probable Cause and Findings

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) OBJECT - WIRE, TRANSMISSION
2. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

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

Factual Information

Pilot Information

Certificate:	Private	Age:	59, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	01/31/1981
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	970 hours (Total, all aircraft), 450 hours (Total, this make and model), 900 hours (Pilot In Command, all aircraft), 14 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MONG SPORT	Registration:	N98L
Model/Series:	MS-1 MS-1	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:		Serial Number:	HL-1
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	850 lbs
Time Since Last Inspection:	0 Hours	Engines:	1 Reciprocating
Airframe Total Time:	525 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Not installed	Engine Model/Series:	C-65-A8
Registered Owner:	LEROY TAYLOR	Rated Power:	65 hp
Operator:	LEROY TAYLOR	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	IND, 0 ft msl	Distance from Accident Site:	38 Nautical Miles
Observation Time:	0852	Direction from Accident Site:	230°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	3 Miles
Lowest Ceiling:	Obscured / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	340°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	61° C / 0° C
Precipitation and Obscuration:			
Departure Point:	CRAWFORDSVILLE, IN (CFJ)	Type of Flight Plan Filed:	None
Destination:	ANDERSON, IN (3AE)	Type of Clearance:	None
Departure Time:	0800	Type of Airspace:	

Airport Information

Airport:	HUNTZINGER (IN31)	Runway Surface Type:	Grass/turf
Airport Elevation:	0 ft	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	
Runway Length/Width:	1900 ft / 100 ft	VFR Approach/Landing:	Straight-in

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Report Date:	05/01/1983
Additional Participating Persons:		
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/ .	

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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).