



# National Transportation Safety Board Aviation Accident Final Report

---

<b>Location:</b>	Wauwaukee, WI	<b>Accident Number:</b>	CHI05LA086
<b>Date &amp; Time:</b>	04/02/2005, 2222 CST	<b>Registration:</b>	N56715
<b>Aircraft:</b>	Piper PA-28-151	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

---

## Analysis

The airplane collided with a fence and a pole during an aborted landing. The pilot reported he remotely activated the runway lights during the landing. He stated he did not know that the runway lights did not illuminate the runway and that they did not start at the end of the runway. He stated that during his previous night landings at the airport he was able to see the outline of the runway and lights would not have been needed. He stated that this time he could not see the runway until he was on it and that all he could see is what the landing light was illuminating. The pilot stated he touched down further down the runway than he intended, so he decided to initiate a go-around. He stated he added 20 degrees of flaps, applied full throttle, and rotated at 65 miles per hour. He stated the airplane traveled off the end of the runway prior to lifting off. The pilot stated that after lifting off, the stall horn sounded so he descended back into ground effect to accelerate. He stated the stall horn sounded again when he attempted to climb, so he decided to climb more slowly. The pilot reported he was nearing a house at the end of the runway, so he turned to the left and pushed the yoke forward in an attempt to "crash into the ground and skid between two houses." He stated the airplane contacted a fence and a permanent basketball hoop pole prior to the airplane coming to a stop. The Airport/Facility Directory states the airport has nonstandard low intensity runway lights located 155 feet from the west end of runway 09/27. The directory also indicates that 1,910 feet of the runway is lit and that the lights are located approximately 60 feet from the edge of the pavement.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate preflight planning and the delay in aborting the landing which resulted in the subsequent insufficient airspeed. Factors associated with the accident were the night light conditions, the fence, and the pole which the airplane contacted.

## Findings

---

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: LANDING - ABORTED

### Findings

1. (F) LIGHT CONDITION - DARK NIGHT
2. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. (C) ABORTED LANDING - DELAYED - PILOT IN COMMAND
4. (C) AIRSPEED - INADEQUATE - PILOT IN COMMAND
5. CLIMB - NOT POSSIBLE - PILOT IN COMMAND
6. (F) OBJECT - FENCE
7. (F) OBJECT - POLE

## Factual Information

On April 2, 2005, at 2222 central standard time, a Piper PA-28-151, N56715, collided with a fence and a pole during an aborted landing on runway 09 (2,223 feet by 30 feet, dry asphalt) at the Waunakee Airport, Waunakee, Wisconsin. The private pilot and passenger were not injured. The airplane was substantially damaged. The 14 Code of Federal Regulations Part 91 personal flight was operating in visual meteorological conditions without a flight plan. The flight originated from Green Bay, Wisconsin, at 2120.

The pilot reported the weather was clear, calm, and dark since there was no visible moon. He stated he remotely activated the runway lights and was landing from west to east. The pilot stated he did not know that the runway lights do not illuminate the runway and that they did not start at the end of the runway. He stated, "Every time I had landed here at night, you could see the outline of the runway and lights would not have been needed." He stated that this time he could not see the runway until he was on it and that all he could see was what the landing light was illuminating. The pilot also reported the end of the runway on which he was landing sloped down.

The pilot stated that after touching down, he realized he was further down the runway than he intended, so he decided to initiate a go-around. He stated he added 20 degrees of flaps, applied full throttle, and rotated at 65 miles per hour. He stated the airplane traveled off the end of the runway prior to it lifting off. The pilot stated that after lifting off, the stall horn sounded so he descended back into ground effect to accelerate. He stated, "When I climbed again, the horn went off again and so I climbed more slowly." The pilot reported he was nearing a house at the end of the runway, so he turned to the left and pushed the yoke forward in an attempt to "crash into the ground and skid between two houses." He stated the airplane contacted a fence and a permanent basketball hoop pole prior to the airplane coming to a stop.

The Airport/Facility Directory states the airport has nonstandard low intensity runway lights located 155 feet from the west end of runway 09/27. The directory also indicates that 1,910 feet of the runway is lit and that the lights are located approximately 60 feet from the edge of the pavement.

## 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, Shoulder harness
<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>	08/27/2003
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	10/02/2003
<b>Flight Time:</b>	163 hours (Total, all aircraft), 150 hours (Total, this make and model), 107 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 11 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N56715
<b>Model/Series:</b>	PA-28-151	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	28-7415006
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	12/15/2004, Annual	<b>Certified Max Gross Wt.:</b>	1950 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-320-E3D
<b>Registered Owner:</b>	John B. VanHollen	<b>Rated Power:</b>	160 hp
<b>Operator:</b>	John B. VanHollen	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night
Observation Facility, Elevation:	MSN, 887 ft msl	Distance from Accident Site:	7 Nautical Miles
Observation Time:	2253 CST	Direction from Accident Site:	120°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.99 inches Hg	Temperature/Dew Point:	3°C / -1°C
Precipitation and Obscuration:			
Departure Point:	Green Bay, WI (GRB)	Type of Flight Plan Filed:	None
Destination:	Wauwaukee, WI (6P3)	Type of Clearance:	None
Departure Time:	2120 CST	Type of Airspace:	Class E

## Airport Information

Airport:	Wauwaukee (6P3)	Runway Surface Type:	Asphalt
Airport Elevation:	954 ft	Runway Surface Condition:	Dry
Runway Used:	9	IFR Approach:	None
Runway Length/Width:	2223 ft / 30 ft	VFR Approach/Landing:	Full Stop

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Destroyed
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	43.178611, -89.451389

## Administrative Information

Investigator In Charge (IIC):	Pamela S Sullivan	Report Date:	09/13/2005
Additional Participating Persons:	Darrell C McCullion; Milwaukee, WI FAA FSDO; Milwaukee, WI		
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 <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> .		

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](#).