



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Waunakee, 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>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

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

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	39
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<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>Engines:</b>	1 Reciprocating
<b>Operator:</b>	John B. VanHollen	<b>Engine Manufacturer:</b>	Lycoming
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-320-E3D
<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
<b>Observation Facility, Elevation:</b>	MSN, 887 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None	<b>Wind Speed/Gusts, Direction:</b>	/ ,
<b>Temperature:</b>	3°C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Green Bay, WI (GRB)	<b>Destination:</b>	Waunakee, WI (6P3)

## Airport Information

<b>Airport:</b>	Waunakee (6P3)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	9	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	2223 ft / 30 ft		

## Wreckage and Impact Information

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

## Administrative Information

**Investigator In Charge (IIC):** Pamela S Sullivan

**Adopted Date:** 09/13/2005

**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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