



National Transportation Safety Board Aviation Accident Final Report

Location:	Wyoming, MN	Accident Number:	CEN16LA242
Date & Time:	07/01/2016, 2206 CDT	Registration:	N236SC
Aircraft:	CZECH AIRCRAFT WORKS SPOL SRO SPORTCRUISER	Aircraft Damage:	Substantial
Defining Event:	Landing gear collapse	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The sport pilot was conducting a personal local flight at night. The pilot reported that he was unable to locate the destination airport because it was dark. The airplane was low on fuel, so he decided to land the airplane on an interstate highway. During the landing roll, the airplane's right wing hit a wire road divider post, which resulted in substantial damage to the airplane. The pilot stated that the airplane did not have any mechanical failures during the flight. A postaccident examination of the airframe and engine revealed no evidence of mechanical malfunctions or failures that would have precluded normal operation.

Probable Cause and Findings

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

The pilot's inadequate flight planning and navigation for a flight at night, which resulted in his having to conduct a precautionary landing on an interstate highway due to low fuel and impacting the post of a wire road divider.

Findings

Personnel issues	Flight planning/navigation - Pilot (Cause)
Environmental issues	Dark - Effect on personnel Wall/barricade - Contributed to outcome

Factual Information

This report was modified on August 16, 2016. Please see the docket for this accident to view the original report.

On July 1, 2016, about 2206 central daylight time, a Czech Aircraft Works Sportcruiser, N236SC, sustained substantial damage during an off airport landing on Interstate Highway 35 (I-35) near Wyoming, Minnesota. The sport pilot, the sole occupant, received minor injuries. The airplane was owned and operated by the pilot under the provisions of the Code of Federal Regulations Part 91 as a personal flight. Night visual meteorological conditions prevailed at the time of the flight, which was not on a flight plan. The flight departed the Cambridge Municipal Airport (CBG), Cambridge, Minnesota, about 2000 on a local flight.

The pilot stated to a Federal Aviation Administration inspector that he could not find CBG because it was dark. The airplane was low on fuel and he could not see an airport beacon, so he landed the airplane on a road, which turned out to be I-35. During the landing roll, he attempted to maneuver the airplane into the ditch between the northbound and southbound lanes of the highway to avoid the traffic on the highway. The airplane's right wing hit the post of a wire road divider causing substantial damage to the airplane. The pilot stated that the airplane did not have any mechanical failures while airborne.

A postaccident examination of the airframe and engine revealed no evidence of mechanical malfunctions or failures that would have precluded normal operation.

History of Flight

Landing-landing roll	Collision with terr/obj (non-CFIT) Landing gear collapse (Defining event)
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Pilot Information

Certificate:	Sport Pilot	Age:	79, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Sport Pilot	Last Medical Exam:	01/03/2006
Occupational Pilot:	No	Last Flight Review or Equivalent:	03/14/2014
Flight Time:	957 hours (Total, all aircraft), 477 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	CZECH AIRCRAFT WORKS SPOL SRO	Registration:	N236SC
Model/Series:	SPORTCRUISER	Aircraft Category:	Airplane
Year of Manufacture:	2007	Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	07SC078
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	05/29/2016, Conditional	Certified Max Gross Wt.:	
Time Since Last Inspection:	3 Hours	Engines:	1 Reciprocating
Airframe Total Time:	477 Hours	Engine Manufacturer:	ROTAX
ELT:	Not installed	Engine Model/Series:	912S
Registered Owner:	On file	Rated Power:	100 hp
Operator:	On file	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Observation Facility, Elevation:	ANE, 912 ft msl	Observation Time:	2154 CDT
Distance from Accident Site:	14 Nautical Miles	Condition of Light:	Night
Direction from Accident Site:	210°	Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	17° C / 11° C
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	3 knots, 130°	Visibility (RVR):	
Altimeter Setting:	30.13 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Precipitation		
Departure Point:	Cambridge, MN (CBG)	Type of Flight Plan Filed:	None
Destination:	Cambridge, MN (CBG)	Type of Clearance:	None
Departure Time:	2000 CDT	Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor		

Administrative Information

Investigator In Charge (IIC):	James P Silliman	Adopted Date:	12/12/2016
Additional Participating Persons:	Allan Thilmany; FAA Minneapolis FSDO; Minneapolis, MN		
Publish Date:	12/12/2016		
Note:	The NTSB did not travel to the scene of this accident.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=93524		

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.

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