

	NTSB ID: CHI01LA181	Aircraft Registration Number: N24898
	Occurrence Date: 06/21/2001	Most Critical Injury: Fatal
	Occurrence Type: Accident	Investigated By: NTSB

Location/Time

Nearest City/Place Ann Arbor	State MI	Zip Code 48103	Local Time 1405	Time Zone EDT	
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Airport Proximity: On Airport/Airstrip	Distance From Landing Facility:
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Aircraft Information Summary

Aircraft Manufacturer Masko	Model/Series Mustang MII	Type of Aircraft Airplane
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Revenue Sightseeing Flight: No	Air Medical Transport Flight: No
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Narrative

Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:

*** Note: NTSB investigators may have traveled in support of this investigation and used data provided by various sources to prepare this aircraft accident report. ***

On June 21, 2001, at 1405 eastern daylight time, an amateur-built Masko Mustang MII, N24898, piloted by a commercial pilot, was destroyed when it impacted terrain following a loss of control while maneuvering in the traffic pattern at the Ann Arbor Municipal Airport (ARB), Ann Arbor, Michigan. The aircraft had just completed a touch and go and was turning from the upwind to the crosswind leg of the traffic pattern for runway 06 (3,500 feet by 75 feet, concrete). The local flight was being operated under the provisions of 14 CFR Part 91 and was not on a flight plan. Visual meteorological conditions prevailed at the time of the accident. The pilot and the pilot rated passenger received fatal injuries. The flight originated from ARB at 1353.

Witnesses to the accident saw the airplane make a steep right turn prior to spiraling to the ground.


A postaccident examination of the airplane revealed no anomalies that could be associated with a pre-impact condition.

The pilot held commercial and certified flight instructor certificates with airplane single engine land and instrument airplane ratings. The pilot also held a ground instructor certificate with advanced and instrument ratings. According to Federal Aviation Administration records, the pilot reported having 398 hours of flight time as of March 15, 2001. The pilot's logbook was not recovered.

The pilot rated passenger held a commercial pilot certificate with airplane single engine land and instrument airplane ratings. He held a certified flight instructor certificate with an airplane single engine land rating. The pilot rated passenger also held a ground instructor certificate with an advanced rating. According to Federal Aviation Administration records, the pilot rated passenger reported having 307 hours of flight time as of May 10, 2001. The pilot rated passenger's logbook was not recovered.

Toxicology tests performed on the pilot and pilot rated passenger were negative for all tests performed. Autopsies were performed on the pilot and pilot rated passenger by Washtenaw County on June 22, 2001.

It was reported that the airplane was purchased on June 16, 2001. The pilot was the flight instructor of the new owner. The owner was not aboard the airplane when the accident occurred.

 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: CHI01LA181			
		Occurrence Date: 06/21/2001			
		Occurrence Type: Accident			
Landing Facility/Approach Information					
Airport Name ANN ARBOR MUNI	Airport ID: ARB	Airport Elevation 839 Ft. MSL	Runway Used 06	Runway Length 3500	Runway Width 75
Runway Surface Type: Concrete					
Runway Surface Condition: Dry					
Approach/Arrival Flown: NONE					
VFR Approach/Landing: Touch and Go					
Aircraft Information					
Aircraft Manufacturer Masko		Model/Series Mustang MII		Serial Number 8	
Airworthiness Certificate(s): Experimental (Special)					
Landing Gear Type: Tailwheel					
Amateur Built Acft? Yes	Number of Seats: 2	Certified Max Gross Wt.: 1500 LBS	Number of Engines: 1		
Engine Type: Reciprocating	Engine Manufacturer: Lycoming	Model/Series: O-320	Rated Power: 150 HP		
- Aircraft Inspection Information					
Type of Last Inspection	Date of Last Inspection	Time Since Last Inspection Hours	Airframe Total Time Hours		
- Emergency Locator Transmitter (ELT) Information					
ELT Installed?/Type Yes /		ELT Operated? No	ELT Aided in Locating Accident Site? No		
Owner/Operator Information					
Registered Aircraft Owner Craig W. Peterson		Street Address 1841 Hiller Rd.			
		City West Bloomfield	State MI	Zip Code 48324	
Operator of Aircraft Craig W. Peterson		Street Address 1841 Hiller Rd.			
		City West Bloomfield	State MI	Zip Code 48324	
Operator Does Business As:			Operator Designator Code:		
- Type of U.S. Certificate(s) Held: None					
Air Carrier Operating Certificate(s):					
Operating Certificate:			Operator Certificate:		
Regulation Flight Conducted Under: Part 91: General Aviation					
Type of Flight Operation Conducted: Personal					
FACTUAL REPORT - AVIATION					
Page 2					

 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: CHI01LA181
	Occurrence Date: 06/21/2001
	Occurrence Type: Accident

First Pilot Information

Name On File	City On File	State On File	Date of Birth	Age 25
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Sex: M	Seat Occupied: Left	Occupational Pilot? Civilian Pilot	Certificate Number:
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Certificate(s): **Flight Instructor; Commercial**

Airplane Rating(s): **Single-engine Land**

Rotorcraft/Glider/LTA: **None**

Instrument Rating(s): **Airplane**

Instructor Rating(s): **Airplane Single-engine; Instrument Airplane**

Current Biennial Flight Review?

Medical Cert.: Class 2	Medical Cert. Status: Valid Medical--no waivers/lim.	Date of Last Medical Exam: 10/2000
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- Flight Time Matrix	All AC	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air
						Actual	Simulated			
Total Time	398									
Pilot In Command(PIC)										
Instructor										
Instruction Received										
Last 90 Days										
Last 30 Days										
Last 24 Hours										

Seatbelt Used? Yes	Shoulder Harness Used? Yes	Toxicology Performed? Yes	Second Pilot? Yes
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Flight Plan/Itinerary

Type of Flight Plan Filed: **None**

Departure Point Same as Accident/Incident Location	State	Airport Identifier ARB	Departure Time 1353	Time Zone EDT
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Destination Local Flight	State MI	Airport Identifier ARB	
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Type of Clearance: **VFR**

Type of Airspace: **Class D**

Weather Information

Source of WX Information:

No record of briefing

 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: CHI01LA181
	Occurrence Date: 06/21/2001
	Occurrence Type: Accident

Weather Information					
WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
ARB	1353	EDT	839 Ft. MSL	0 NM	0 Deg. Mag.
Sky/Lowest Cloud Condition: Clear			Ft. AGL	Condition of Light: Day	
Lowest Ceiling: Broken		8500 Ft. AGL		Visibility: 10 SM	Altimeter: 30.03 "Hg
Temperature: 19 °C	Dew Point: 15 °C	Weather Conditions at Accident Site: Visual Conditions			
Wind Direction: 60	Wind Speed: 5	Wind Gusts:			
Visibility (RVR): Ft.	Visibility (RVV): SM				
Precip and/or Obscuration:					

Accident Information		
Aircraft Damage: Destroyed	Aircraft Fire: None	Aircraft Explosion: None

- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot	1				1
Second Pilot					
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants					
Other Crew					
Passengers	1				1
- TOTAL ABOARD -	2				2
Other Ground					
- GRAND TOTAL -	2				2

 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: CHI01LA181	
	Occurrence Date: 06/21/2001	
	Occurrence Type: Accident	


Administrative Information

Investigator-In-Charge (IIC)

John M. Brannen

Additional Persons Participating in This Accident/Incident Investigation:

Lorenzo Rodney
FAA-Detroit, Michigan - FSDO
Belleville, MI

		NTSB ID: CHI95FA050		Aircraft Registration Number: N1QF	
		Occurrence Date: 12/01/1994		Most Critical Injury: Fatal	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place ANN ARBOR		State MI	Zip Code 48105	Local Time 1007	Time Zone CST
Airport Proximity: Off Airport/Airstrip		Distance From Landing Facility:			
Aircraft Information Summary					
Aircraft Manufacturer Agusta		Model/Series A109A II /A109A II		Type of Aircraft Helicopter	
Revenue Sightseeing Flight: No			Air Medical Transport Flight:		
Narrative					
Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:					
*** Note: NTSB investigators either traveled in support of this investigation or conducted a significant amount of investigative work without any travel, and used data obtained from various sources to prepare this aircraft accident report. ***					
HISTORY OF FLIGHT					
<p>On December 1, 1994, about 1007 central standard time, an Agusta SPA A109A II, N1QF, operated by Metro Aviation, Inc., was destroyed when it collided with the terrain near Ann Arbor, Michigan. The commercial pilot and two passengers (medical evacuation crew members) were fatally injured. The 14 CFR Part 91 positioning flight departed the St. Joseph Hospital in visual meteorological conditions about 1003, en route to Howell, Michigan. The purpose of the flight was to pick up a patient at Howell, and return to St. Joseph's Hospital.</p>					
<p>Prior to the morning of the accident N1QF was designated as the standby helicopter; however, the primary helicopter was scheduled for maintenance on the day of the accident, therefore essential equipment had to be moved from the primary craft to N1QF. Before the transfer could be accomplished, N1QF was required to prepare for dispatch on the accident flight. What was later described by a witness as a "hasty dispatch," necessitated a hurried departure to accomplish the transfer of equipment, complete a preflight, and other items necessary for a medical evacuation flight. The witness to the departure stated that a complete preflight was accomplished by the crew; although this witness did not actually have an opportunity to watch the entire preparation. The witness indicated that the start of the engines was "normal," with no delay in the engine start up. The flight departed at 1003.</p>					
<p>At 1005 N1QF contacted the Ann Arbor, Federal Aviation Administration (FAA) Control Tower (ATCT), giving its position as one and one half miles east of St. Joseph's Hospital and requesting landing permission stating, in part, "I'd like to proceed inbound.. single engine landing, please." Six seconds later the flight was cleared into the class D surface area. Seven seconds later, N1QF responded stating, "Ah, disregard, I'm going down at this time." No additional information was transmitted, nor was the reason for the single engine landing stated. The pilot did not declare an emergency nor did he request assistance.</p>					
<p>The pilot then contacted the dispatcher, at St. Joseph's Hospital and stated that he was going to land, "north of the university." The dispatcher requested the information be repeated and the pilot did so. There was no indication of any need for assistance, the nature of any emergency situation, nor was there any discussion of difficulties being experienced by the flight. Twenty-six seconds after the pilot's repeating the location to the dispatcher, he made a final transmission, indicating a crash was imminent.</p>					
<p>Eyewitnesses observed the accident helicopter during the final few seconds of the flight. Two</p>					
FACTUAL REPORT - AVIATION					
					Page 1

 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: CHI95FA050
	Occurrence Date: 12/01/1994
	Occurrence Type: Accident

Narrative (Continued)

witnesses stated that the helicopter was trailing smoke from the area of the engines. One witness indicated that the helicopter was maneuvering just prior to the impact and that during the final descent which he described as "dropped like a stone," it appeared the rotor blades were "not turning hardly at all." Witnesses reported that the helicopter was nearly silent just prior to ground impact and that there was no engine noise at all after impact.

OTHER DAMAGE

One small tree was damaged during the impact with the terrain.

PERSONAL INFORMATION

The pilot was born May 27, 1952, and was the holder of a commercial helicopter certificate number 2157108, with instrument helicopter privileges. At the time of the accident he had 5,000 hours flight time, with 3,500 hours of pilot in command time and 300 hours in the make and model of helicopter involved in the accident. He held a second class medical certificate issued June 9, 1994. His most recent biennial flight review was accomplished in an Agusta A109 on October 23, 1994.

AIRCRAFT INFORMATION

The helicopter was an Agusta SPA A109A II, serial number 7311, N1QF. The helicopter was maintained on an Approved Inspection Program. The most recent inspection occurred on June 13, 1994, with a total time in service of 1,870 hours. The helicopter had accumulated 57 hours since the inspection, at the time of the accident. The helicopter was last fueled on November 22, 1994.

WRECKAGE AND IMPACT INFORMATION

The helicopter impacted flat terrain in a commercial area, on a northeast heading. Ground scars and eyewitness reports indicated that the helicopter impacted in a near vertical direction with little forward motion. The landing gear was found in the extended (gear down) position. The helicopter was lying on its left side. The fuselage was crushed to about one-half the original height. The tail boom was partially separated from the fuselage from ground impact and impact with a small tree. Three of the main rotor blades were intact with little bending. The tail rotor assembly had impact damage only with no rotational damage evident. The main rotor head exhibited marks and damage consistent with blade coning impact.

The rotor system was inspected during the on scene phase of the investigation including the main and tail rotors, transmission and gearbox. No discrepancies were noted.

Both engines and the transmission exhibited little impact damage and were removed for further study. During the on-scene investigation both engines rotated and there was continuity throughout the gear train. No damage was visible in the output drive shafts on either engine. The fuel control pointer on the number 1 engine was at 30 degrees with the throttle handle at idle. The fuel control pointer on the number 2 engine was at 85 degrees with the throttle handle about mid-range. Fuel vacuum checks were done with engine number 1 having no leaks and engine number 2 having a leak traced to the fuel pump assembly.

MEDICAL AND PATHOLOGICAL INFORMATION

A post mortem examination of the pilot was conducted by the Washtenaw County (Michigan) Medical Examiner, on December 2, 1994. No contributing pre-existing pathology was found.

A toxicological examination of specimens from the pilot proved negative for those drugs screen.

National Transportation Safety Board

FACTUAL REPORT

AVIATION

NTSB ID: CHI95FA050

Occurrence Date: 12/01/1994

Occurrence Type: Accident

Narrative (Continued)

TESTS AND RESEARCH

Fuel samples from the fueling source were found to be free of water and within limits for Jet-A1.

Fuel and oil samples from the helicopter were tested at the Allison lab and were found to be within limits for Jet-A1 fuel and MIL-L-23699E oil.

An examination of light bulb filaments revealed stretched filaments in the "Master Warning," "Master Caution," "Engine #1 Low RPM," "Engine #2 Low RPM." and "Low Rotor RPM" panels.

Both engines were test run at Allison on a production test stand on January 11, 1995. Number 1 engine was found to be within limits. Number 2 engine experienced excessive compressor vibration, therefore, the control components from that engine were tested on the number 1 engine which had been successfully run. The engine operation did not reach the limits falling about 2% below top limits.

The compressor for engine number 2 was disassembled and inspected. A visual inspection revealed unusual balance marks. The rotor was check balanced and it measured at 0.006 oz-in of unbalance. The limit should have been 0.001 oz-in. Although the exact mode of unbalance was not determined, experienced sources indicated that the unusual marks could not be associated with normal operation of the engine; however could be associated with impact artifact.

The individual components (originally) from engine number 2 were tested on October 11, 1995, and the fuel control was found to fall about 2% below the top limit. There was nothing found that would have prevented the engine from operating normally at the cruise setting.


Throughout the on-scene investigation and during the testing of components, nothing was found to indicate any reason that an engine should stop running inflight. Nothing was found in either engine to indicate an indication necessitating a need to manually shut down an engine inflight.

ADDITIONAL DATA/INFORMATION

Parties to the investigation were the FAA Flight Standards District Office, Belleville, Michigan; Agusta Aerospace Corporation, Philadelphia, Pennsylvania; Allison, Indianapolis, Indiana; Allied Signal Aerospace, South Bend, Indiana; and Metro Aviation Inc., Shreveport, Louisiana.

The helicopter wreckage was released to representatives of the owner on December 16, and December 22, 1994 and January 9, 1996.

Updated on Feb 2 2009 2:42PM

 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: CHI95FA050				
	Occurrence Date: 12/01/1994				
	Occurrence Type: Accident				
Landing Facility/Approach Information					
Airport Name	Airport ID:	Airport Elevation Ft. MSL	Runway Used 0	Runway Length	Runway Width
Runway Surface Type:					
Runway Surface Condition:					
Approach/Arrival Flown:					
VFR Approach/Landing: Forced Landing					
Aircraft Information					
Aircraft Manufacturer Agusta		Model/Series A109A II /A109A II		Serial Number 7311	
Airworthiness Certificate(s): Normal					
Landing Gear Type: Retractable - Tricycle					
Amateur Built Acft? No		Number of Seats: 4		Certified Max Gross Wt. 5730 LBS	
Number of Engines: 2		Engine Type: Turbo Shaft		Engine Manufacturer: ALLISON	
Model/Series: 250-C20B		Rated Power: 420 HP			
- Aircraft Inspection Information					
Type of Last Inspection AAIP		Date of Last Inspection 06/1994		Time Since Last Inspection 57 Hours	
Airframe Total Time 1890 Hours					
- Emergency Locator Transmitter (ELT) Information					
ELT Installed?/Type No		ELT Operated?		ELT Aided in Locating Accident Site?	
Owner/Operator Information					
Registered Aircraft Owner AGUSTA AEROSPACE CORP.		Street Address 3050 RED LION RD.			
		City PHILADELPHIA		State PA	Zip Code 19114
Operator of Aircraft METRO AVIATION, INC.		Street Address P. O. BOX 7008			
		City SHREVEPORT		State LA	Zip Code 71137
Operator Does Business As: MIDWEST MED FLIGHT				Operator Designator Code: HDNA	
- Type of U.S. Certificate(s) Held:					
Air Carrier Operating Certificate(s): On-demand Air Taxi					
Operating Certificate:			Operator Certificate:		
Regulation Flight Conducted Under: Part 91: General Aviation					
Type of Flight Operation Conducted: Positioning					
FACTUAL REPORT - AVIATION					

 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: CHI95FA050
	Occurrence Date: 12/01/1994
	Occurrence Type: Accident

First Pilot Information

Name On File	City On File	State On File	Date of Birth On File	Age 42
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Sex: M	Seat Occupied: Right	Occupational Pilot? Yes	Certificate Number: On File
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Certificate(s): **Commercial**

Airplane Rating(s): **None**

Rotorcraft/Glider/LTA: **Helicopter**

Instrument Rating(s): **Helicopter**

Instructor Rating(s): **None**

Current Biennial Flight Review?

Medical Cert.: Class 2	Medical Cert. Status: Valid Medical--no waivers/lim.	Date of Last Medical Exam: 06/1994
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- Flight Time Matrix	All AC	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air
						Actual	Simulated			
Total Time	5000	300			500	150	160	5000		
Pilot In Command(PIC)	3500	300						3500		
Instructor										
Instruction Received										
Last 90 Days	32	32			11		3	32		
Last 30 Days	10	10			4		1	10		
Last 24 Hours	1	1					1	1		

Seatbelt Used? Yes	Shoulder Harness Used? Yes	Toxicology Performed? Yes	Second Pilot? No
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Flight Plan/Itinerary

Type of Flight Plan Filed: **Company VFR**

Departure Point Same as Accident/Incident Location	State	Airport Identifier NONE	Departure Time 1003	Time Zone EST
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Destination HOWELL	State MI	Airport Identifier NONE	
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Type of Clearance: **None**

Type of Airspace: **Class D**

Weather Information

Source of WX Information:

No record of briefing

 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: CHI95FA050
	Occurrence Date: 12/01/1994
	Occurrence Type: Accident

Weather Information					
WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
	0000		0 Ft. MSL	0 NM	0 Deg. Mag.
Sky/Lowest Cloud Condition: Unknown			0 Ft. AGL	Condition of Light: Day	
Lowest Ceiling: Broken		12000 Ft. AGL	Visibility: 10	SM	Altimeter: "Hg
Temperature: -1 °C	Dew Point: °C	Weather Conditions at Accident Site: Visual Conditions			
Wind Direction: 180	Wind Speed: 12	Wind Gusts: 16			
Visibility (RVR): 0 Ft.	Visibility (RVV) 0	SM			
Precip and/or Obscuration: No Obscuration; No Precipitation					

Accident Information		
Aircraft Damage: Destroyed	Aircraft Fire: None	Aircraft Explosion: None

- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot	1				1
Second Pilot					
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants					
Other Crew					
Passengers	2				2
- TOTAL ABOARD -	3				3
Other Ground	0	0	0		0
- GRAND TOTAL -	3	0	0		3

 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: CHI95FA050	
	Occurrence Date: 12/01/1994	
	Occurrence Type: Accident	

Administrative Information

Investigator-In-Charge (IIC)

STEPHEN A. WILSON

Additional Persons Participating in This Accident/Incident Investigation:

RICHARD G GASTRICH
BELLEVILLE, MI

PAOLO FERRERI
PHILADELPHIA, PA

SCOTT S SCHEURICH
INDIANAPOLIS, IN

MILTON K GELTZ
SHREVEPORT, LA

 National Transportation Safety Board FACTUAL REPORT AVIATION	NTSB ID: CHI90FA003	Aircraft Registration Number: N9704J
	Occurrence Date: 10/07/1989	Most Critical Injury: Fatal
	Occurrence Type: Accident	Investigated By: NTSB

Location/Time

Nearest City/Place ANN ARBOR	State MI	Zip Code 48108	Local Time 1201	Time Zone EDT	
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Airport Proximity: On Airport/Airstrip	Distance From Landing Facility: 0
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Aircraft Information Summary


Aircraft Manufacturer PIPER	Model/Series PA-28-180 /PA-28-180	Type of Aircraft Airplane
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Revenue Sightseeing Flight: No	Air Medical Transport Flight: No
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Narrative

Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:

*** Note: NTSB investigators either traveled in support of this investigation or conducted a significant amount of investigative work without any travel, and used data obtained from various sources to prepare this aircraft accident report. ***

 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: CHI90FA003			
		Occurrence Date: 10/07/1989			
		Occurrence Type: Accident			
Landing Facility/Approach Information					
Airport Name ANN ARBOR	Airport ID: ARB	Airport Elevation 839 Ft. MSL	Runway Used 24	Runway Length 3500	Runway Width 75
Runway Surface Type: Asphalt					
Runway Surface Condition: Dry					
Approach/Arrival Flown: NONE					
VFR Approach/Landing: Full Stop; Traffic Pattern					
Aircraft Information					
Aircraft Manufacturer PIPER		Model/Series PA-28-180 /PA-28-180		Serial Number 28-3894	
Airworthiness Certificate(s):					
Landing Gear Type: Tricycle					
Amateur Built Acft? No	Number of Seats: 4	Certified Max Gross Wt.: 2400 LBS	Number of Engines: 1		
Engine Type: Reciprocating	Engine Manufacturer: LYCOMING	Model/Series: O-360-A4A	Rated Power: 180 HP		
- Aircraft Inspection Information					
Type of Last Inspection Unknown	Date of Last Inspection	Time Since Last Inspection 0 Hours	Airframe Total Time Hours		
- Emergency Locator Transmitter (ELT) Information					
ELT Installed?/Type Yes /	ELT Operated? Yes	ELT Aided in Locating Accident Site?			
Owner/Operator Information					
Registered Aircraft Owner DAVID B. ESTEP		Street Address 952 E. 163RD PLACE			
		City SOUTH HOLLAND	State IL	Zip Code 60473	
Operator of Aircraft DAVID B. ESTEP		Street Address 952 E. 163RD PLACE			
		City SOUTH HOLLAND	State IL	Zip Code 60473	
Operator Does Business As:			Operator Designator Code:		
- Type of U.S. Certificate(s) Held: None					
Air Carrier Operating Certificate(s):					
Operating Certificate:			Operator Certificate:		
Regulation Flight Conducted Under: Part 91: General Aviation					
Type of Flight Operation Conducted: Personal					
FACTUAL REPORT - AVIATION					
Page 2					

 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: CHI90FA003
	Occurrence Date: 10/07/1989
	Occurrence Type: Accident

First Pilot Information

Name On File	City On File	State On File	Date of Birth	Age 34
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Sex: M	Seat Occupied: Unknown	Occupational Pilot? Unknown	Certificate Number: On File
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Certificate(s): **Private**

Airplane Rating(s): **Single-engine Land**

Rotorcraft/Glider/LTA: **None**

Instrument Rating(s): **None**

Instructor Rating(s):

Current Biennial Flight Review?

Medical Cert.: Class 3	Medical Cert. Status: Valid Medical--no waivers/lim.	Date of Last Medical Exam: 05/1989
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- Flight Time Matrix	All AC	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air
						Actual	Simulated			
Total Time	72	7								
Pilot In Command(PIC)										
Instructor										
Instruction Received										
Last 90 Days										
Last 30 Days										
Last 24 Hours										

Seatbelt Used? Yes	Shoulder Harness Used? No	Toxicology Performed? Yes	Second Pilot? No
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Flight Plan/Itinerary

Type of Flight Plan Filed: **None**

Departure Point CHICAGO	State IL	Airport Identifier 3HA	Departure Time 0900	Time Zone CDT
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Destination Same as Accident/Incident Location	State	Airport Identifier ARB	
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Type of Clearance: **None**

Type of Airspace:

Weather Information

Source of WX Information:
Flight Service Station


 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: CHI90FA003
	Occurrence Date: 10/07/1989
	Occurrence Type: Accident

Weather Information					
WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
ARB	1204	EDT	839 Ft. MSL	0 NM	0 Deg. Mag.
Sky/Lowest Cloud Condition: Unknown			0 Ft. AGL	Condition of Light: Day	
Lowest Ceiling: Overcast		3000 Ft. AGL	Visibility: 20	SM	Altimeter: 30.00 "Hg
Temperature: -18 °C	Dew Point: -18 °C	Weather Conditions at Accident Site: Visual Conditions			
Wind Direction: 300	Wind Speed: 8	Wind Gusts:			
Visibility (RVR): 0 Ft.	Visibility (RVV) 0	SM			
Precip and/or Obscuration:					

Accident Information		
Aircraft Damage: Destroyed	Aircraft Fire: None	Aircraft Explosion: None

- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot	1				1
Second Pilot					
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants					
Other Crew					
Passengers	2				2
- TOTAL ABOARD -	3				3
Other Ground	0	0	0		0
- GRAND TOTAL -	3	0	0		3

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 National Transportation Safety Board FACTUAL REPORT AVIATION	NTSB ID: CHI90FA003	
	Occurrence Date: 10/07/1989	
	Occurrence Type: Accident	

Administrative Information

Investigator-In-Charge (IIC)

WILLIAM C. BRUCE

Additional Persons Participating in This Accident/Incident Investigation:

G. ERIKSON
WILLIAMSPORT, PA

J. CHADWELL
VERO BEACH, FL

R. JOHNSON