

Radar Track Data Summary

NTSB Case Number: CEN16FA333
Accident Date: 25 August 2016
Accident Location: Terre Haute, Indiana
Accident Aircraft: Cessna 172N; N17SK



Summary & Factual Information:

Radar Source: Terre Haute (HUF), Airport Surveillance Radar (ASR)
Radar Data Output File Type: Continuous Data Recording (CDR)
Data Format: TG only
Beacon Codes: All VFR Targets, 1200 beacon codes
Date/Time Start: 25 August 2016 / 1817 EDT
Date/Time End: 25 August 2016 / 1905 EDT

A postaccident review of the available track data confirmed the timeline of the flight and the number approaches the airplane made. The plotted data was analyzed using the Google Earth application. About 1817, the airplane departed runway 26 at Sky King Airport (3I3), Terre Haute, Indiana, and proceeded direct to Edgar County Airport (PRG), Paris, Indiana. About 1830, the airplane departed runway 27 at PRG and proceeded back to 3I3. The airplane approached 3I3 from the north and entered the traffic pattern for runway 26 on a left crosswind leg. The airplane then continued in left traffic and landed on runway 26 about 1845. There were no airplanes observed in the traffic pattern for about 10 minutes. At 1855:09, the accident airplane departed runway 26 and entered a left traffic pattern. At the same time, another airplane was approaching the airport from the north that subsequently entered the traffic pattern for runway 26 behind the accident airplane. At 1859:09, the accident airplane descended below available radar coverage at 900 ft above mean sea level (msl) on a 1 mile final approach to the runway 26. At the same time, the second airplane was in a left turn from downwind leg to base leg for runway 26. At 1900:33, the accident airplane reemerged on radar at 900 ft msl about 1/2 mile from the departure end of runway 26. At 1900:47, the second airplane descended below available radar coverage at 800 ft msl on a 0.6 mile final approach to the runway 26. The accident airplane continued in left traffic for runway 26, and at 1904:24, it descended below available coverage at 900 ft msl while on a 1.4 mile final approach the displaced threshold. The final radar return was recorded about 1.1 mile east-northeast of the initial impact with the tree.

--- End of radar track summary ---

I can attest that the above summary and factual information was taken on the above stated day, and is correct to the best of my knowledge:

Signed: _ Andrew Todd Fox _
Dated: _ 16 September 2016 _

Andrew Todd Fox
National Transportation Safety Board
Air Safety Investigator