

Inspector(s) Preliminary On-Scene Report
Oct 20, 2020. Ford Heights, IL.

IIC (Inspector Dabrowski) arrived at approximate 2130 hrs. Inspector Vaupell (POI) was first to be on scene. Illinois State Police (Sgt. Allen [REDACTED] and Chief Allen Varik, Sauk Village Law enforcement were also on scene. The village provided a light cart to illuminate the wreck site. The cloverleaf intersection of Hwy 394 and Route 30 exits and entrances were closed by State Police. Spoke with Sgt. Allen and she said the PIC was airlifted to University of Chicago Hospital. PIC was alive on-scene. Approximately 2230 I was informed the PIC was DOA.

Weather/On-site Conditions: Light drizzle with a few claps of thunder. No Bio hazards or composite hazards existed. No post fire.

Site layout: the aircraft came to rest 20 feet on the North side of the westbound entrance ramp for route 30 at the bottom of a small 7-10 foot wooded with brush ditch. Several 3 – 9 foot long impact scars existed on the roadway just prior to the final wreck site.

A light pole from the south entrance ramp to highway 394 was at the final wreck site. Witnesses from vehicles said this low flying aircraft was “dragging” a light pole across the highway (route 30, E to W). The top half of the light pole was bent over 75 degrees from the vertical bottom half. This top half was “embedded” into and ran the whole length of the right wing leading edge. This leading edge had accordion stress marks the whole length of the wing and matched with the light pole. The very top half of the light pole struck the underside of the engine cowl and possible “caught” this aircraft therefore dragging this light pole across the road and to the site. The light assembly to this light pole was at the point of impact across the route 30 and on the S side. Another light pole (S of route 30) was down but could not be determined if it was hit since it was lying in tall brush. An addition ramp exit sign was also down, and could not be determined if it was struck even though they both were in line (E to W) from the arrival path to the wreck site.

Weather at the time of the accident was 10 visibility, 3100 Broken, 7500 overcast. Wind 120 at 6. No flight plan was filed.

Fuselage: The fuselage was separated from the cockpit and wings. Rudder continuity was checked to the bell crank but due to damage it's undetermined to the control yoke. Elevator push pull tube was split due to damage. Both control yokes operated and the left aileron moved but did not move the yoke to crash damage. The bottom of the rear fuselage was split from the rest of the fuselage gaining access to the elevator and rudder controls.

The rear windows were taped due to possible painting was/had been performed. The strobe lights and landing light was also taped for painting. Unable to determine if tape was on the static/pitot ports due to unable to locate these items.

Wings: Right wing leading edge contacted the top half of the S entrance ramp for 394 light pole. The light assembly contacted the engine cowling due to contact marks. The Left wing had ground impact damage.

Fuel: Initial on-scene inspector could not detect any fuel scent although arriving several hours after incident. Inspector check the fuel tanks (left and right) and observed no fuel. The structural integrity of the tanks are in question and it could not be determined at this time. The fuel gage position between the PIC legs indicated empty. Fuel selector was on Main 60 GAL. Other selection is HEADER 8 GAL. No post-crash fire. Investigation continues to determine when the last refuel was completed.

Engine: The engine rested upside down and the cockpit was right side up. The floor of the cockpit that was still attached to the engine assembly was bent vertically, possibly for crash fire rescue access to the PIC (undetermined). The engine/prop controls were clearly visible. Mixture/Prop and Throttle were at the half position.

Propeller: Indicated no power. One blade tip (approx. 6 inches) was bent aft

Landing Gear: Retractable gear, that was observed to be in the up position. Unable to verify with handle or landing gear indicator, if they exist.

Maintenance Records: No info at this time.

Pilot Records: No info at this time.

Fuel Receipts/status: Unknown

Toxicology: Sent. No results at this time.

Wreck Status: Shawn Williams and Steve Meyers were contacted by the NTSB to recover the aircraft and possibly transport it to a secure location at OSH.

Further detailed Information: Illinois State Police Report # 03-20-13031