




Page 1

| | | | | | |
|---|----------------------------------|---|--------------------------------|-----------------------|-------------------|
|  National Transportation Safety Board FACTUAL REPORT AVIATION | | NTSB ID: CHI91DEE06 | | | |
| | | Occurrence Date: 06/05/1991 | | | |
| | | Occurrence Type: Accident | | | |
| Landing Facility/Approach Information | | | | | |
| Airport Name | Airport ID: | Airport Elevation 0 Ft. MSL | Runway Used 0 | Runway Length 0 | Runway Width 0 |
| Runway Surface Type: | | | | | |
| Runway Surface Condition: | | | | | |
| Approach/Arrival Flown: NONE | | | | | |
| VFR Approach/Landing: Forced Landing | | | | | |
| Aircraft Information | | | | | |
| Aircraft Manufacturer ROBINSON | | Model/Series R22B /R22B | | Serial Number 1725 | |
| Airworthiness Certificate(s): Restricted (Special) | | | | | |
| Landing Gear Type: Skid | | | | | |
| Amateur Built Acft? No | Number of Seats: 2 | Certified Max Gross Wt. 1370 LBS | Number of Engines: 1 | | |
| Engine Type: Reciprocating | Engine Manufacturer: LYCOMING | Model/Series: O-320 | Rated Power: 160 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 No | ELT Operated? No | ELT Aided in Locating Accident Site? | | | |
| Owner/Operator Information | | | | | |
| Registered Aircraft Owner MARQUIS GRAIN INC. | | Street Address BOX 76 | | | |
| | | City BUDA | State IL | Zip Code 61314 | |
| Operator of Aircraft DARRELL L. MARQUIS | | Street Address BOX 76 | | | |
| | | City BUDA | State IL | Zip Code 61314 | |
| Operator Does Business As: | | | Operator Designator Code: MQCG | | |
| - Type of U.S. Certificate(s) Held: | | | | | |
| Air Carrier Operating Certificate(s): | | | | | |
| Operating Certificate: | | Operator Certificate: Agricultural Operator | | | |
| Regulation Flight Conducted Under: Part 137: Agricultural | | | | | |
| Type of Flight Operation Conducted: Aerial Application;Unknown; Unknown; Unknown | | | | | |
| FACTUAL REPORT - AVIATION | | | | | |

|  National Transportation Safety Board FACTUAL REPORT AVIATION | | NTSB ID: CHI91DEE06 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|----------------------|--|------------------------|------------------------------------|---------------|----------------------|-----------|---------------------|------------------------|-----------------------|-------|------------|--|------------|--------|------------------|--|--|--|--|--|--|--------|-----------|--|--|--|------------|-----|-----|-----|--|----|--|--|-----|--|--|-----------------------|-----|-----|----|--|----|--|--|-----|--|--|------------|---|--|--|--|--|--|--|---|--|--|----------------------|--|--|--|--|--|--|--|--|--|--|--------------|----|----|--|--|--|--|--|--|--|--|--------------|----|----|--|--|--|--|--|--|--|--|---------------|---|---|--|--|--|--|--|--|--|--|
| | | Occurrence Date: 06/05/1991 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Occurrence Type: Accident | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| First Pilot Information | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Name | | City | | State | Date of Birth | Age | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| On File | | On File | | On File | On File | 35 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Sex: M | Seat Occupied: Right | Occupational Pilot? Unknown | | Certificate Number: On File | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Certificate(s): Flight Instructor; Commercial | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Airplane Rating(s): None | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Rotorcraft/Glider/LTA: Helicopter | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Instrument Rating(s): None | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Instructor Rating(s): Helicopter | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Current Biennial Flight Review? | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Medical Cert.: Class 2 | | Medical Cert. Status: Valid Medical--no waivers/lim. | | Date of Last Medical Exam: 11/1990 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table border="1"> <thead> <tr> <th>- Flight Time Matrix</th> <th>All A/C</th> <th>This Make and Model</th> <th>Airplane Single Engine</th> <th>Airplane Multi-Engine</th> <th>Night</th> <th colspan="2">Instrument</th> <th>Rotorcraft</th> <th>Glider</th> <th>Lighter Than Air</th> </tr> <tr> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th>Actual</th> <th>Simulated</th> <th></th> <th></th> <th></th> </tr> </thead> <tbody> <tr> <td>Total Time</td> <td>618</td> <td>480</td> <td>110</td> <td></td> <td>30</td> <td></td> <td></td> <td>500</td> <td></td> <td></td> </tr> <tr> <td>Pilot In Command(PIC)</td> <td>510</td> <td>440</td> <td>98</td> <td></td> <td>21</td> <td></td> <td></td> <td>440</td> <td></td> <td></td> </tr> <tr> <td>Instructor</td> <td>3</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>3</td> <td></td> <td></td> </tr> <tr> <td>Instruction Received</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 90 Days</td> <td>80</td> <td>70</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 30 Days</td> <td>55</td> <td>48</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 24 Hours</td> <td>4</td> <td>4</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table> | | | | | | - Flight Time Matrix | All A/C | This Make and Model | Airplane Single Engine | Airplane Multi-Engine | Night | Instrument | | Rotorcraft | Glider | Lighter Than Air | | | | | | | Actual | Simulated | | | | Total Time | 618 | 480 | 110 | | 30 | | | 500 | | | Pilot In Command(PIC) | 510 | 440 | 98 | | 21 | | | 440 | | | Instructor | 3 | | | | | | | 3 | | | Instruction Received | | | | | | | | | | | Last 90 Days | 80 | 70 | | | | | | | | | Last 30 Days | 55 | 48 | | | | | | | | | Last 24 Hours | 4 | 4 | | | | | | | | |
| - Flight Time Matrix | All A/C | This Make and Model | Airplane Single Engine | Airplane Multi-Engine | Night | Instrument | | Rotorcraft | Glider | Lighter Than Air | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | Actual | Simulated | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Total Time | 618 | 480 | 110 | | 30 | | | 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Pilot In Command(PIC) | 510 | 440 | 98 | | 21 | | | 440 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Instructor | 3 | | | | | | | 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Instruction Received | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Last 90 Days | 80 | 70 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Last 30 Days | 55 | 48 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Last 24 Hours | 4 | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Seatbelt Used? Yes | | Shoulder Harness Used? Yes | | Toxicology Performed? No | | Second Pilot? No | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Flight Plan/Itinerary | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Type of Flight Plan Filed: None | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Departure Point | State | | Airport Identifier | Departure Time | Time Zone | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BUDA | IL | | NONE | 0000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Destination | State | | Airport Identifier | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Same as Accident/Incident Location | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Type of Clearance: None | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Type of Airspace: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Weather Information | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Source of Wx Information: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| No record of briefing | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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|  National Transportation Safety Board FACTUAL REPORT AVIATION | | NTSB ID: CHI91DEE06 | | | |
| | | Occurrence Date: 06/05/1991 | | | |
| | | 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: Clear | | | 0 Ft. AGL | Condition of Light: Day | |
| Lowest Ceiling: None | | 0 Ft. AGL | Visibility: 20 SM | Altimeter: 29.00 "Hg | |
| Temperature: 27 °C | Dew Point: 21 °C | Weather Conditions at Accident Site: Visual Conditions | | | |
| Wind Direction: 80 | Wind Speed: 10 | Wind Gusts: 12 | | | |
| Visibility (RVR): 0 Ft. | Visibility (RVV) 0 SM | | | | |
| Precip and/or Obscuration: | | | | | |

| | | |
|------------------------------|---------------------|--------------------------|
| Accident Information | | |
| Aircraft Damage: Substantial | 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 | | | | | | |
| - TOTAL ABOARD - | | | | 1 | 1 | |
| Other Ground | 0 | 0 | 0 | | 0 | |
| - GRAND TOTAL - | 0 | 0 | 0 | 1 | 1 | |

| | | |
|---------------------------|--|--------|
| FACTUAL REPORT - AVIATION | | Page 4 |
|---------------------------|--|--------|

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|--|-----------------------------|--|
| <div>  <div> National Transportation Safety Board FACTUAL REPORT AVIATION </div> </div> | NTSB ID: CHI91DEE06 | |
| | Occurrence Date: 06/05/1991 | |
| | Occurrence Type: Accident | |
| Administrative Information | | |
| Investigator-In-Charge (IIC) William M. Healing | | |
| Additional Persons Participating in This Accident/Incident Investigation: | | |
| <div> <div>FACTUAL REPORT - AVIATION</div> <div>Page 5</div> </div> | | |