



National Transportation Safety Board Aviation Accident Final Report

Location:	SPRINGFIELD, IL	Accident Number:	CHI89LA021
Date & Time:	11/02/1988, 0848 CST	Registration:	N5596C
Aircraft:	CESSNA 170A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE CONVENTIONAL LANDING GEAR EQUIPPED AIRPLANE WAS SUBSTANTIALLY DAMAGED WHEN IT NOSED DOWN AFTER GROUND LOOPING DURING A LANDING ATTEMPT. VMC PREVAILED AND A 90 DEGREE RIGHT CROSSWIND, BLOWING AT 12 KNOTS, WAS PRESENT. THE PILOT RELATES IN HIS STATEMENT THAT AFTER TOUCHDOWN THE AIRPLANE TURNED RIGHT AND THE LEFT WING WENT DOWN. THE AIRPLANE NOSED DOWN WHEN THE MAIN LANDING GEAR LEFT THE RUNWAY.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: NOSE DOWN
Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	68, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	05/16/1988
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	3442 hours (Total, all aircraft), 500 hours (Total, this make and model), 3400 hours (Pilot In Command, all aircraft), 5 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N5596C
Model/Series:	170A 170A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	19650
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	06/06/1988, Annual	Certified Max Gross Wt.:	2200 lbs
Time Since Last Inspection:	6 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1830 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	C-145-2
Registered Owner:	C.V. SUTTON	Rated Power:	145 hp
Operator:	CRUTHERS V. SUTTON	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	SPI, 597 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0850 CST	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	7 Miles
Lowest Ceiling:	Overcast / 25000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	130°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	4° C / -1° C
Precipitation and Obscuration:			
Departure Point:	LAYFAYETTE, IN (SUTT)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0820 CST	Type of Airspace:	Class D

Airport Information

Airport:	CAPITAL (SPI)	Runway Surface Type:	Concrete
Airport Elevation:	597 ft	Runway Surface Condition:	Dry
Runway Used:	4	IFR Approach:	None
Runway Length/Width:	7999 ft / 150 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	WILLIAM C BRUCE	Report Date:	11/24/1989
Additional Participating Persons:			
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).