



National Transportation Safety Board Aviation Accident Data Summary

Location:	SPRINGFIELD, IL	Accident Number:	CHI89LA021
Date & Time:	11/02/1988, 0848 CST	Registration:	N5596C
Aircraft:	CESSNA 170A	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

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

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	68
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Single-engine
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	Engines:	1 Reciprocating
Operator:	CRUTHERS V. SUTTON	Engine Manufacturer:	CONTINENTAL
Operating Certificate(s) Held:	None	Engine Model/Series:	C-145-2
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	SPI, 597 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Overcast / 25000 ft agl	Wind Speed/Gusts, Direction:	12 knots / , 130°
Temperature:	4° C	Visibility	7 Miles
Precipitation and Obscuration:			
Departure Point:	LAYFAYETTE, IN (SUTT)	Destination:	

Airport Information

Airport:	CAPITAL (SPI)	Runway Surface Type:	Concrete
Runway Used:	4	Runway Surface Condition:	Dry
Runway Length/Width:	7999 ft / 150 ft		

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

Latitude, Longitude:

Administrative Information

Investigator In Charge (IIC):	WILLIAM C BRUCE	Adopted Date:	11/24/1989
Investigation Docket:	NTSB accident and incident docket 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/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.