



National Transportation Safety Board Aviation Accident Final Report

Location:	SAVOY, IL	Accident Number:	CHI90LA037
Date & Time:	12/02/1989, 1150 CST	Registration:	N3783L
Aircraft:	CESSNA 172G	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

WHILE TAXIING FROM THE RUNWAY TO THE PARKING AREA AFTER LANDING IN STRONG, GUSTY WINDS, A WIND GUST LIFTED THE LEFT WING AND PUSHED THE AIRCRAFT OVER, INVERTED. WIND AT THE AIRPORT WAS REPORTED TO BE FROM 300 DEGREES AT 30 KNOTS, WITH GUSTS TO 40 KNOTS. THE PILOT HAD RECEIVED A PRELFLIGHT WEATHER BRIEFING AND HAD OBTAINED WEATHER UPDATES & EN ROUTE ADVISORIES THROUGHOUT THE CROSS COUNTRY FLIGHT. ALL WEATHER SERVICES REPORTED HIGH SURFACE WINDS, INCREASING IN STRENGTH DURING THE DAY WITH GUSTS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: IMPROPER PLANNING/DECISION BY THE PILOT, WHICH RESULTED IN HIS INABILITY TO MAINTAIN CONTROL OF THE AIRCRAFT. A FACTOR RELATED TO THE ACCIDENT WAS: THE ADVERSE WIND CONDITION.

Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH WEATHER
Phase of Operation: TAXI - FROM LANDING

Findings

1. (C) PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. (F) WEATHER CONDITION - HIGH WIND
3. (F) WEATHER CONDITION - GUSTS
4. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: NOSE OVER
Phase of Operation: TAXI - FROM LANDING

Factual Information

Pilot Information

Certificate:	Private	Age:	41, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	09/25/1989
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1047 hours (Total, all aircraft), 35 hours (Total, this make and model), 960 hours (Pilot In Command, all aircraft), 51 hours (Last 90 days, all aircraft), 28 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N3783L
Model/Series:	172G 172G	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	17253952
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	11/20/1989, 100 Hour	Certified Max Gross Wt.:	2300 lbs
Time Since Last Inspection:	12 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1855 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-300-D
Registered Owner:	ABILENE FLYING SERVICES	Rated Power:	145 hp
Operator:	ABILENE FLYING SERVICES	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	CMI, 754 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1150 CST	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	30 knots / 40 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	2°C / -8°C
Precipitation and Obscuration:			
Departure Point:	ABILENE, KS (K78)	Type of Flight Plan Filed:	VFR
Destination:		Type of Clearance:	None
Departure Time:	0850 CST	Type of Airspace:	

Airport Information

Airport:	WILLARD ARPT (CMI)	Runway Surface Type:	Asphalt
Airport Elevation:	754 ft	Runway Surface Condition:	Dry
Runway Used:	32	IFR Approach:	None
Runway Length/Width:	8100 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):	JODI L REEVES	Report Date:	06/28/1991
Additional Participating Persons:	L. SMITH; SPRINGFIELD, IL		
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](#).