



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	MT STERLING, IL	<b>Accident Number:</b>	CHI85LA083
<b>Date &amp; Time:</b>	01/02/1985, 1615 CST	<b>Registration:</b>	N9484H
<b>Aircraft:</b>	CESSNA 172M	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	5 None

**Flight Conducted Under:** Part 91: General Aviation - Personal

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## Analysis

THE PLT LANDED LONG AT HIS HOME ARPT USING NO FLAPS WITH A PREVAILING TAILWIND. THE 2600 FT TURF STRIP WAS FROZEN. DURING BRAKING THE ACFT SKIDDED OFF THE RWY AND STRUCK A SNOW BERM BEFORE ROLLING INVERTED.

## Probable Cause and Findings

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

## Findings

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

### Findings

1. (F) TERRAIN CONDITION - SNOW COVERED
2. (C) AIRSPEED - EXCESSIVE - PILOT IN COMMAND

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Occurrence #2: OVERRUN  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

3. (F) ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
4. (F) LOWERING OF FLAPS - NOT USED - PILOT IN COMMAND
5. (F) WEATHER CONDITION - TAILWIND

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Occurrence #3: NOSE OVER  
Phase of Operation: LANDING - ROLL

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	34, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	07/30/1984
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	87 hours (Total, all aircraft), 33 hours (Total, this make and model), 56 hours (Pilot In Command, all aircraft), 23 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N9484H
<b>Model/Series:</b>	172M 172M	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	17266175
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	Annual	<b>Certified Max Gross Wt.:</b>	2300 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	685 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-320-E2D
<b>Registered Owner:</b>	PARUM AIR INC.	<b>Rated Power:</b>	150 hp
<b>Operator:</b>	PARUM AIR INC.	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	UIN, 769 ft msl	Distance from Accident Site:	17 Nautical Miles
Observation Time:	1550 CST	Direction from Accident Site:	290°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	30°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-12°C / -16°C
Precipitation and Obscuration:			
Departure Point:	MT STERLING, IL (5H4)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1545 CST	Type of Airspace:	Class G

## Airport Information

Airport:	BROWN COUNTY (5H4)	Runway Surface Type:	Grass/turf; Ice; Snow
Airport Elevation:	725 ft	Runway Surface Condition:	Snow--compacted
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	2600 ft / 100 ft	VFR Approach/Landing:	Traffic Pattern

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	4 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	5 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	E J MCAVOY	Report Date:	
Additional Participating Persons:	R ATKINS; 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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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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](#).