



National Transportation Safety Board Aviation Accident Final Report

Location:	SPRINGBROOK, WI	Accident Number:	CHI83LA074
Date & Time:	01/01/1983, 1430 CST	Registration:	N89399
Aircraft:	CESSNA 140	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

THE ACFT COLLIDED WITH A FOUR FT SNOWBANK AT THE RWY THRESHOLD DURING LANDING. THIS WAS A DUAL INSTRUCTIONAL FLT WITH THE STUDENT IN THE RIGHT SEAT. THE CFI HAD MADE NO LANDINGS IN THIS MAKE AND MODEL OF ACFT IN THE PREVIOUS 90 DAYS. THE PILOT STATED THAT DUE TO THE LIGHTING AND SNOW IN THE BACKGROUND THE DEFINITION OF THE SNOWBANK WAS HARD TO DISTINGUISH DURING THE APPROACH.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOWBANK
2. (C) CLEARANCE - INADEQUATE - PILOT IN COMMAND

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

Findings

3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. (C) GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	25, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	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:	06/15/1982
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	326 hours (Total, all aircraft), 107 hours (Total, this make and model), 275 hours (Pilot In Command, all aircraft), 6 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N89399
Model/Series:	140 140	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	8431
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	08/24/1982, Annual	Certified Max Gross Wt.:	1500 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1714 Hours	Engine Manufacturer:	CONTINENTAL
ELT:		Engine Model/Series:	C85-12
Registered Owner:	JOE SPRINGER	Rated Power:	85 hp
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:	PHILLIP MILLER	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	Overcast / 1500 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	310°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-7° C
Precipitation and Obscuration:			
Departure Point:	RICE LAKE, WI (RIE)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class G

Airport Information

Airport:	SPRINGBROOK	Runway Surface Type:	Grass/turf
Airport Elevation:	1110 ft	Runway Surface Condition:	Ice; Snow--wet
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	2000 ft	VFR Approach/Landing:	Traffic Pattern

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	CARL E DINWIDDIE	Report Date:	
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/ .		

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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).