



National Transportation Safety Board Aviation Accident Factual Report

Location:	Lincoln, IL	Accident Number:	CHI01LA057
Date & Time:	01/01/2001, 1740 CST	Registration:	N737WQ
Aircraft:	Cessna 172N	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

On January 1, 2001, at 1740 central standard time, a Cessna 172N, N737WQ, operated by a private pilot, was substantially damaged when it struck a snow bank and nosed over during a practice landing and takeoff, from runway 03 (4000 feet by 75 feet, dry asphalt) at the Lincoln-Logan County Airport, Lincoln, Illinois. Visual meteorological conditions prevailed at the time of the accident. The personal flight was being conducted under the provisions of 14 CFR Part 91. There was no flight plan filed. The pilot and passenger on board the airplane reported no injuries. The local flight originated at Springfield, Illinois, at 1715.

In his written statement, the pilot said that he performed a normal approach to runway 03. He said that approximately 800 feet from the runway's threshold, the airplane bounced and floated for about 200 feet. "We settled back onto the runway and started the rollout. I feared not having enough runway and raised the flaps and applied full power. The airplane lifted and came back down to the runway and began to veer to the right. The aircraft did not respond to control input and plowed into snow, nosed over and came to rest upside down."

A Federal Aviation Administration inspector examined the airplane at the Lincoln-Logan County Airport. The airplane was found resting inverted in a snow-covered field, off the right side of runway 03, approximately half-way down the runway. The airplane's nose gear was broken off. The cowling, engine mounts and firewall were crushed inward and bent aft and upward. Both wings were bent downward, outboard of the wing struts. The airplane's vertical stabilizer and rudder were crushed downward. The propeller was torsionally bent and showed chordwise scratches. Flight control continuity was confirmed. An examination of the engine, engine controls, and other airplane systems revealed no anomalies.

Pilot Information

Certificate:	Private	Age:	37, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	07/19/1999
Occupational Pilot:		Last Flight Review or Equivalent:	10/11/2000
Flight Time:	106 hours (Total, all aircraft), 106 hours (Total, this make and model), 37 hours (Pilot In Command, all aircraft), 28 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N737WQ
Model/Series:	172N	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	17269734
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	10/03/2000, 100 Hour	Certified Max Gross Wt.:	2300 lbs
Time Since Last Inspection:	63.8 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2633.6 Hours at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-320-H2AD
Registered Owner:	Capital Aircraft Inc.	Rated Power:	160 hp
Operator:	Capital Aircraft Inc.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	SPI, 597 ft msl	Distance from Accident Site:	25 Nautical Miles
Observation Time:	1654 CST	Direction from Accident Site:	45°
Lowest Cloud Condition:	Scattered / 3400 ft agl	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	260°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.52 inches Hg	Temperature/Dew Point:	-13°C / -17°C
Precipitation and Obscuration:			
Departure Point:	SPRINGFIELD, IL (SPI)	Type of Flight Plan Filed:	None
Destination:	LINCOLN, IL (3LC)	Type of Clearance:	None
Departure Time:	1715 CST	Type of Airspace:	Class E

Airport Information

Airport:	Lincoln Airport (3LC)	Runway Surface Type:	Asphalt
Airport Elevation:	597 ft	Runway Surface Condition:	Dry
Runway Used:	03	IFR Approach:	None
Runway Length/Width:	4000 ft / 75 ft	VFR Approach/Landing:	Straight-in; Touch and Go

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):	David C Bowling
Additional Participating Persons:	William J Cooley; Federal Aviation Administration; Springfield, IL
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/ .