



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	NOKOMIS, IL	<b>Accident Number:</b>	CHI82DA109
<b>Date &amp; Time:</b>	04/01/1982, 1345 CST	<b>Registration:</b>	N4936A
<b>Aircraft:</b>	CESSNA 180	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

DURING TAKEOFF FROM A SOFT SOD FIELD THE AIRCRAFT STARTED GRADUALLY TURNING TO THE LEFT. THE PILOT APPLIED FULL RIGHT RUDDER THEN REDUCED POWER BEFORE THE AIRCRAFT NOSED OVER ON ITS BACK.

## 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: TAKEOFF - ROLL/RUN

### Findings

1. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SOFT
2. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND
3. (C) DIRECTIONAL CONTROL - NOT ATTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

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Occurrence #2: NOSE OVER

Phase of Operation: TAKEOFF

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	28, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	08/12/1981
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	87 hours (Total, all aircraft), 15 hours (Total, this make and model), 56 hours (Pilot In Command, all aircraft), 28 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>	N4936A
<b>Model/Series:</b>	180 180	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	32333
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	2550 lbs
<b>Time Since Last Inspection:</b>	0 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2093 Hours	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	O-470-K
<b>Registered Owner:</b>	KLINEFELTER FARMS, INC.	<b>Rated Power:</b>	230 hp
<b>Operator:</b>	KLINEFELTER FARMS, INC.	<b>Operating Certificate(s) Held:</b>	

## 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:	Clear / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	70° C / 0° C
Precipitation and Obscuration:			
Departure Point:	NOKOMIS, IL	Type of Flight Plan Filed:	None
Destination:	VANDALIA, IL	Type of Clearance:	None
Departure Time:	1345	Type of Airspace:	

## Airport Information

Airport:	PRIVATE STRIP	Runway Surface Type:	Grass/turf
Airport Elevation:	0 ft	Runway Surface Condition:	Soft
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	1200 ft	VFR Approach/Landing:	None

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):		Report Date:	04/01/1983
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 <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> .		

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](#).