



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Apple River, IL	<b>Accident Number:</b>	CHI08CA090
<b>Date &amp; Time:</b>	03/01/2008, 1715 CST	<b>Registration:</b>	N8366B
<b>Aircraft:</b>	Cessna 172	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	3 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

The pilot reported that the airplane entered the airport traffic pattern, and he made a visual approach to runway 35 with a 90 degree crosswind. He stated that he was "slow" on final, and when he touched down using a soft field landing procedure, the airplane was "pushed" off the runway by a wind gust, contacted a snow bank with the left main landing gear tire, and nosed over. Both wings were damaged.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate compensation for wind conditions, and his failure to obtain/maintain directional control. Contributing factors were a crosswind and a snow bank.

## Findings

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Occurrence #1: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: LANDING

Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. (C) DIRECTIONAL CONTROL - NOT OBTAINED/MAINTAINED - PILOT IN COMMAND

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Occurrence #2: NOSE OVER

Phase of Operation: LANDING

Findings

4. (F) TERRAIN CONDITION - SNOWBANK

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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: LANDING

Findings

5. TERRAIN CONDITION - GROUND

## Factual Information

### Pilot Information

Certificate:	Private	Age:	39, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:	Class 3	Last Medical Exam:	11/01/2007
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	350 hours (Total, all aircraft), 45 hours (Total, this make and model), 165 hours (Pilot In Command, all aircraft), 6 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Manufacturer:	Cessna	Registration:	N8366B
Model/Series:	172	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	36166
Landing Gear Type:	Tricycle	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:	Not installed	Engine Model/Series:	O-300A
Registered Owner:	Josepjh A Gerke	Rated Power:	
Operator:	Pilot	Air Carrier Operating Certificate:	None

### Meteorological Information and Flight Plan

Observation Facility, Elevation:	DBQ	Observation Time:	1653
Distance from Accident Site:		Condition of Light:	Day
Direction from Accident Site:		Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	-1 °C / -8 °C
Lowest Ceiling:		Visibility	10 Miles
Wind Speed/Gusts, Direction:	7 knots, 90°	Visibility (RVR):	
Altimeter Setting:	30.01 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:			
Departure Point:	Moscow Hills, MO (M71)	Type of Flight Plan Filed:	None
Destination:	Apple River, IL (7A4)	Type of Clearance:	VFR
Departure Time:		Type of Airspace:	

## Airport Information

Airport:	Runway Surface Type:	Asphalt
Airport Elevation:	Runway Surface Condition:	Ice
Runway Used: 36	IFR Approach:	Visual
Runway Length/Width: 2996 ft / 30 ft	VFR Approach/Landing:	

## Wreckage and Impact Information

Crew Injuries: 1 None	Aircraft Damage: Substantial
Passenger Injuries: 2 None	Aircraft Fire: None
Ground Injuries: N/A	Aircraft Explosion:
Total Injuries: 3 None	

## Administrative Information

Investigator In Charge (IIC): Mitchell F Gallo	Adopted Date: 04/30/2008
Additional Participating Persons:	
Publish Date:	
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	NTSB accident and incident docket 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.