



# National Transportation Safety Board Aviation Accident Data Summary

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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>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

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

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

## Pilot Information

Certificate:	Private	Age:	39
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	
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	Engines:	1 Reciprocating
Operator:	Pilot	Engine Manufacturer:	Continental
Air Carrier Operating Certificate:	None	Engine Model/Series:	O-300A
Flight Conducted Under:	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

Observation Facility, Elevation:	DBQ	Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	
Condition of Light:	Day	Wind Speed/Gusts, Direction:	7 knots, 90°
Temperature:	-1° C / -8° C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	Moscow Hills, MO (M71)	Destination:	Apple River, IL (7A4)

## Airport Information

Airport:		Runway Surface Type:	Asphalt
Runway Used:	36	Runway Surface Condition:	Ice
Runway Length/Width:	2996 ft / 30 ft		

## Wreckage and Impact Information

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

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Mitchell F Gallo	<b>Adopted Date:</b>	04/30/2008
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.		
<b>Investigation Docket:</b>	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 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.