



## National Transportation Safety Board Aviation Accident Factual Report

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<b>Location:</b>	Chatham, IL	<b>Accident Number:</b>	CEN20CA182
<b>Date &amp; Time:</b>	05/15/2020, 1520 CDT	<b>Registration:</b>	N120MZ
<b>Aircraft:</b>	Cessna 120	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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The pilot was conducting a visual flight rules (VFR) cross-country flight flying at 5,500 ft mean sea level (MSL) above a cloud layer, and airplane was not equipped with an attitude indicator or flight instruments to operate in instrument meteorological conditions. According to the pilot, the weather was forecast VFR at her destination. While en route, a cloud layer above her started lowering, so she descended to 5,000 ft MSL. The pilot could see blue sky between the layers when the two layers started coming together and she inadvertently entered instrument meteorological conditions (IMC).

The pilot transitioned to an "inside instrument scan", turned on carburetor heat, and added full power to attempt to climb to find VFR conditions. After climbing 300 to 500 ft and about 5 minutes after entering the clouds, the pilot noticed a right turn had developed as confirmed on the heading indicator and her electronic flight device. The right turn became tighter, and the pilot recognized she was disoriented and descending. She elected to perform corrective action for a nose low unusual attitude and attempted to descend to visual flight conditions. The airplane broke out of the clouds about 1,500 ft above the ground (AGL) in a 25 to 30° right bank and 10 to 15° nose low.

The pilot recovered to level flight and added full power. The airplane would not accelerate above 60-65 knots in level flight and the pilot felt the rudder was ineffective. The pilot elected to conduct a precautionary landing to nearby field that was muddy due to recent rains. During the landing, the airplane flipped over when the wheels dug into the ground. Examination of the airplane revealed flight control continuity to all flight control surfaces and the carburetor heat selector was in the "on" position. The pilot reported the airplane was operating normally prior to entering IMC conditions.

## Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Instructor; Commercial	<b>Age:</b>	24, Female
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Without Waivers/Limitations	<b>Last FAA Medical Exam:</b>	08/21/2019
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	11/07/2019
<b>Flight Time:</b>	2868 hours (Total, all aircraft), 92 hours (Total, this make and model), 1178 hours (Pilot In Command, all aircraft), 117 hours (Last 90 days, all aircraft), 29 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N120MZ
<b>Model/Series:</b>	120 No Series	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1946	<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	9226
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	
<b>Date/Type of Last Inspection:</b>	12/17/2019, Annual	<b>Certified Max Gross Wt.:</b>	1451 lbs
<b>Time Since Last Inspection:</b>	28 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2675 Hours as of last inspection	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	C91 installed, activated, aided in locating accident	<b>Engine Model/Series:</b>	C85 SERIES
<b>Registered Owner:</b>	Mazzu Anthony J	<b>Rated Power:</b>	85 hp
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	10 Miles
Lowest Ceiling:	Overcast / 1500 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	Light and Variable /	Turbulence Type Forecast/Actual:	/
Wind Direction:	Variable	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.96 inches Hg	Temperature/Dew Point:	19° C / 17° C
Precipitation and Obscuration:			
Departure Point:	St Louis, MO (1H0)	Type of Flight Plan Filed:	None
Destination:	Chicago, IL (06C)	Type of Clearance:	VFR; VFR on top
Departure Time:		Type of Airspace:	Class E; Class G

## 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:	39.704167, -89.717222 (est)

## Administrative Information

Investigator In Charge (IIC):	Daniel Baker
Additional Participating Persons:	Michael Strickland; FAA; Springfield, IL
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=101294">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=101294</a>