



Aviation Investigation Final Report

Location:	ALLEGAN, Michigan	Accident Number:	CHI97LA001
Date & Time:	October 3, 1996, 14:10 Local	Registration:	N5393C
Aircraft:	Cessna 140A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot stated the airplane bounced slightly during the landing on runway 10. The airplane then ground looped and came to rest inverted off the north side of the runway. The pilot reported local winds were from the north at 6 knots.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's failure to maintain directional control during landing.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2: NOSE OVER
Phase of Operation: LANDING - ROLL

Factual Information

On October 3, 1996, at 1410 eastern daylight time, a Cessna 140A, N5393C, operated by a private pilot nosed over while landing on runway 10 (3,496'x75') at the Padgham Airport, Allegan, Michigan. The personal 14 CFR Part 91 flight was operating in visual meteorological conditions without a flight plan. The airplane was substantially damaged. The pilot and passenger were not injured. The flight originated from Coldwater, Michigan, at 1330 edt.

The pilot stated that the airplane bounced "slightly" during the landing, ground looped and nosed over.

The accident site was viewed by a Federal Aviation Administration Inspector who reported the airplane came to rest inverted just off the north side of the runway near the intersection of the sod and paved runways. The airplane came to rest on a heading of approximately 230 degrees.

The pilot reported that the local winds were from the north at 6 knots. Winds reported at Kalamazoo, Michigan, 15 miles south- southeast of the accident site were reported as 080 degrees at 8 knots.

Pilot Information

Certificate:	Private	Age:	67, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
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:	May 1, 1995
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	306 hours (Total, all aircraft), 146 hours (Total, this make and model), 235 hours (Pilot In Command, all aircraft), 3 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N5393C
Model/Series:	140A 140A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	15526
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	September 4, 1996 Annual	Certified Max Gross Wt.:	1500 lbs
Time Since Last Inspection:	4 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-235-C1C
Registered Owner:	ROBERT E. BUTLER	Rated Power:	100 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	AZO ,874 ft msl	Distance from Accident Site:	15 Nautical Miles
Observation Time:	14:45 Local	Direction from Accident Site:	165°
Lowest Cloud Condition:	Scattered / 10000 ft AGL	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	80°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	12°C / -2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	COLDWATER , MI (D96)	Type of Flight Plan Filed:	None
Destination:	(D96)	Type of Clearance:	None
Departure Time:	13:30 Local	Type of Airspace:	Class E

Airport Information

Airport:	PADGHAM FIELD 35D	Runway Surface Type:	Asphalt
Airport Elevation:	708 ft msl	Runway Surface Condition:	Dry
Runway Used:	10	IFR Approach:	None
Runway Length/Width:	3498 ft / 75 ft	VFR Approach/Landing:	Full stop

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:	42.520992,-85.840652(est)

Administrative Information

Investigator In Charge (IIC):	Sullivan, Pamela
Additional Participating Persons:	BILL NAYMICK; GRAND RAPIDS , MI
Original Publish Date:	May 23, 1997
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=10470

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