



Aviation Investigation Final Report

Location:	STRONGSVILLE, Ohio	Accident Number:	CHI85LA187
Date & Time:	May 5, 1985, 17:00 Local	Registration:	N89599
Aircraft:	CESSNA 120	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor, 1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

WHILE ON FINAL APCH THE HEADWIND CHANGED TO A QUARTERING LEFT CROSSWIND. A SUDDEN LOSS OF ALT OCCURRED AND THE ACFT CONTACTED THE DISPLACED THRESHOLD AND WEATHERVANED INTO THE WIND. THE ACFT TRAVELED OFF THE SIDE OF THE RWY AND NOSED OVER IN AN AREA OF GRASS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (F) WEATHER CONDITION - GUSTS
2. (F) WEATHER EVALUATION - POOR - PILOT IN COMMAND
3. (F) WEATHER CONDITION - WINDSHEAR
4. JUDGMENT - POOR - PILOT IN COMMAND
5. (F) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
6. (C) ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
7. (C) FLARE - NOT PERFORMED - PILOT IN COMMAND
8. PROPER TOUCHDOWN POINT - NOT OBTAINED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING

Findings

9. TERRAIN CONDITION - RUNWAY

Occurrence #3: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING

Findings

10. (F) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #4: NOSE OVER
Phase of Operation: LANDING

Findings

11. (F) TERRAIN CONDITION - ROUGH/UNEVEN

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	39, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	May 23, 1984
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	408 hours (Total, all aircraft), 86 hours (Total, this make and model), 366 hours (Pilot In Command, all aircraft), 4 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N89599
Model/Series:	120 120	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	8646
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	April 23, 1985 Annual	Certified Max Gross Wt.:	1450 lbs
Time Since Last Inspection:	27 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1998 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	C-85-12-F
Registered Owner:	THOMAS J. MADDEN	Rated Power:	85 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:	CLE ,792 ft msl	Distance from Accident Site:	5 Nautical Miles
Observation Time:	16:50 Local	Direction from Accident Site:	5°
Lowest Cloud Condition:	Unknown	Visibility	20 miles
Lowest Ceiling:	Overcast / 25000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	16 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	26°C / 9°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	16:55 Local	Type of Airspace:	Class G

Airport Information

Airport:	STRONGSVILLE IG6	Runway Surface Type:	Asphalt
Airport Elevation:	869 ft msl	Runway Surface Condition:	Dry
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	2865 ft / 36 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 1 None	Latitude, Longitude:	41.310295,-81.830848(est)

Administrative Information

Investigator In Charge (IIC): Kleckner, Pamela

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=13058>

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).