



Aviation Investigation Final Report

Location:	LACON, Illinois	Accident Number:	CHI86FEV05
Date & Time:	September 21, 1986, 11:30 Local	Registration:	N73NS
Aircraft:	Nord (SNCAN) STAMPE SV4C	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT LOST CONTROL OF THE ACFT DURING THE LANDING ROLL, & SUBSEQUENTLY, ONE OF THE MAIN LANDING GEAR COLLAPSED. HE STATED THAT HE APPLIED THE LEFT 'DRAG BRAKE' (A BRAKING DEVICE ACTIVATED DURING THE LAST PORTION OF RUDDER TRAVEL) & OVERCORRECTED TO THE LEFT. HE THEN ACTIVATED THE RIGHT 'DRAG BRAKE' & OVERCORRECTED TO THE RIGHT. THIS RESULTED IN A GROUND LOOP & ACFT DAMAGE.

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 - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (C) BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. (C) GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2: MAIN GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Findings

4. LANDING GEAR,MAIN GEAR STRUT - OVERLOAD

Factual Information

Pilot Information

Certificate:	Airline transport; Commercial	Age:	34, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	August 5, 1986
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	9200 hours (Total, all aircraft), 190 hours (Total, this make and model), 6000 hours (Pilot In Command, all aircraft), 74 hours (Last 90 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Nord (SNCAN)	Registration:	N73NS
Model/Series:	STAMPE SV4C STAMPE SV4	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Experimental (Special)	Serial Number:	303
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	May 9, 1986 Annual	Certified Max Gross Wt.:	2300 lbs
Time Since Last Inspection:	19 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1416 Hrs	Engine Manufacturer:	RENAULT
ELT:	Installed, not activated	Engine Model/Series:	4P03
Registered Owner:	JAY D. GALPIN	Rated Power:	
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:	PIA ,660 ft msl	Distance from Accident Site:	28 Nautical Miles
Observation Time:	10:50 Local	Direction from Accident Site:	200°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	232°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	VALPARAISO , IN (VPZ)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	09:40 Local	Type of Airspace:	Class G

Airport Information

Airport:	MARSHALL COUNTY C75	Runway Surface Type:	Asphalt
Airport Elevation:	555 ft msl	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	2200 ft / 50 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:	41.020572,-89.399162(est)

Administrative Information

Investigator In Charge (IIC): Atkins, Russell

Additional Participating Persons: L. W DUNHAM; SPRINGFIELD , IL

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=13342>

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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](#).