



Aviation Investigation Final Report

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|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | ROCHESTER, Indiana | Accident Number: | CHI86LA043 |
| Date & Time: | December 7, 1985, 11:15 Local | Registration: | N4155N |
| Aircraft: | CESSNA 140 | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 1 None |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

UPON TAKEOFF AND AFTER REACHING AN ALTITUDE OF APPROX TEN FEET THE RIGHT SIDE OF THE COWL BECAME UNLATCHED AND WHIPPED UP INTO THE AIRSTREAM, BLOCKING THE PILOTS FORWARD VIEW AND CAUSING SOME CONTROL PROBLEMS. HE ELECTED TO ABORT THE TAKEOFF AND RAN OFF THE RUNWAY DURING LANDING ROLLOUT. THE AIRCRAFT HIT A SNOWBANK AND FLIPPED OVER ON ITS BACK. ACCORDING TO THE PILOT THE COWL LATCHES APPEARED TO BE WORKING PROPERLY BEFORE AND AFTER THE ACCIDENT.

Probable Cause and Findings

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

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (F) COOLING SYSTEM,COWLING - UNLOCKED
2. (C) AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Findings

3. (F) PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND

Occurrence #3: NOSE OVER

Phase of Operation: LANDING - ROLL

Findings

4. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

Pilot Information

| | | | |
|----------------------------------|---|--|----------------|
| Certificate: | Private | Age: | 55, 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: | April 26, 1985 |
| Occupational Pilot: | UNK | Last Flight Review or Equivalent: | |
| Flight Time: | 199 hours (Total, all aircraft), 199 hours (Total, this make and model), 127 hours (Pilot In Command, all aircraft), 3 hours (Last 90 days, all aircraft) | | |

Aircraft and Owner/Operator Information

| | | | |
|--------------------------------------|----------------------|---------------------------------------|-----------------|
| Aircraft Make: | CESSNA | Registration: | N4155N |
| Model/Series: | 140 140 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | 13626 |
| Landing Gear Type: | Tailwheel | Seats: | 2 |
| Date/Type of Last Inspection: | June 12, 1985 Annual | Certified Max Gross Wt.: | 1500 lbs |
| Time Since Last Inspection: | | Engines: | 1 Reciprocating |
| Airframe Total Time: | 1706 Hrs | Engine Manufacturer: | Continental |
| ELT: | Installed | Engine Model/Series: | C85-7-12 |
| Registered Owner: | | Rated Power: | 85 Horsepower |
| Operator: | NED BEMENDERFER | Operating Certificate(s) Held: | None |
| Operator Does Business As: | | Operator Designator Code: | |

Meteorological Information and Flight Plan

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|---|------------------------|---|---------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | | Distance from Accident Site: | |
| Observation Time: | | Direction from Accident Site: | |
| Lowest Cloud Condition: | Unknown | Visibility | 5 miles |
| Lowest Ceiling: | Overcast / 1800 ft AGL | Visibility (RVR): | |
| Wind Speed/Gusts: | 6 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 180° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | | Temperature/Dew Point: | 1°C |
| Precipitation and Obscuration: | N/A - None - Haze | | |
| Departure Point: | | Type of Flight Plan Filed: | None |
| Destination: | | Type of Clearance: | None |
| Departure Time: | 11:14 Local | Type of Airspace: | Class G |

Airport Information

| | | | |
|-----------------------------|-------------------|----------------------------------|---------|
| Airport: | FULTON COUNTY RCR | Runway Surface Type: | Asphalt |
| Airport Elevation: | 790 ft msl | Runway Surface Condition: | Dry |
| Runway Used: | 11 | IFR Approach: | None |
| Runway Length/Width: | 3200 ft / 60 ft | VFR Approach/Landing: | None |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|---------------------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 1 None | Latitude, Longitude: | 41.059391,-86.189643(est) |

Administrative Information

Investigator In Charge (IIC): Benzon, Robert

Additional Participating Persons: R. KNIPP; SOUTH BEND , IN

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=13389>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).