



Aviation Investigation Final Report

Location:	DEKALB, Illinois	Accident Number:	CHI88DEE01
Date & Time:	November 12, 1987, 13:10 Local	Registration:	N99VP
Aircraft:	ALEXANDER VOLKSPLANE VP-1	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT HAD LITTLE EXPERIENCE FLYING TAILWHEEL EQUIPPED ACFT & HAD ONLY 10 HRS FLT TIME IN THIS MAKE & MODEL. DURING ARRIVAL, HE LANDED ON RWY 27 WITH A QUARTERING LEFT X-WIND THAT WAS GUSTING TO 20 KTS. JUST BEFORE TOUCHDOWN, A GUST OF WIND CAUSED THE ACFT TO BANK TO THE RIGHT. SUBSEQUENTLY, IT CONTACTED THE RWY IN A RIGHT WING LOW ATTITUDE, BENDING THE RIGHT MAIN GEAR. THE ACFT THEN VEERED TO THE LEFT & THE LEFT MAIN GEAR COLLAPSED, DAMAGING THE PROP & LEFT WING SPAR.

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 - FLARE/TOUCHDOWN

Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - UNCONTROLLED
4. (F) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

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

Findings
5. LANDING GEAR,MAIN GEAR - OVERLOAD

Factual Information

Pilot Information

Certificate:	Private	Age:	33, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Center
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:	January 8, 1986
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	206 hours (Total, all aircraft), 10 hours (Total, this make and model), 150 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	ALEXANDER VOLKSPLANE	Registration:	N99VP
Model/Series:	VP-1 VP-1	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	1
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	June 1, 1987 Annual	Certified Max Gross Wt.:	900 lbs
Time Since Last Inspection:	70 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	700 Hrs	Engine Manufacturer:	Volkswagen
ELT:	Not installed	Engine Model/Series:	UNK
Registered Owner:	MARK E. SMITH	Rated Power:	65 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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots / 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	PLATO CENTER , IL (LL53)	Type of Flight Plan Filed:	None
Destination:	(DKB)	Type of Clearance:	None
Departure Time:	12:50 Local	Type of Airspace:	Class G

Airport Information

Airport:	DEKALB DKB	Runway Surface Type:	Asphalt
Airport Elevation:	911 ft msl	Runway Surface Condition:	Dry
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	3542 ft / 50 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

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:	41.890991,-88.750236(est)

Administrative Information

Investigator In Charge (IIC): Mccleish, Richard

Additional Participating Persons:

Original Publish Date: June 7, 1989

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=13851>

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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](#).