



Aviation Investigation Final Report

Location:	KANKAKEE, Illinois	Accident Number:	CHI88LA030
Date & Time:	November 21, 1987, 16:20 Local	Registration:	N6255F
Aircraft:	CESSNA 337	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT WAS ATTEMPTING TO LAND ON RUNWAY 22 AT AN UNCONTROLLED AIRPORT WHEN HE HEARD ANOTHER PILOT TRANSMIT HE WAS ABOUT TO DEPART FROM THE SAME RUNWAY. ACCORDING TO THE PILOT, WHILE HE WAS TURNING ON TO FINAL APPROACH, HE OBSERVED AN AIRCRAFT TAXIING TO RUNWAY 22. HE THEN MADE A RADIO CALL TO INFORM THE DEPARTING AIRCRAFT OF HIS INTENTIONS. THE PILOT STATED HE KEPT HIS AIRSPEED UP ON FINAL APPROACH THINKING HE MAY NEED TO GO-AROUND. THE DEPARTING AIRCRAFT HELD SHORT OF THE RUNWAY AND THE PILOT ATTEMPTED TO LAND THE AIRCRAFT. AS A RESULT OF THE MODIFIED APPROACH, UPON TOUCHDOWN THE AIRCRAFT BOUNCED THEN STALLED ONTO THE RUNWAY. SHORTLY AFTERWARD, THE NOSE GEAR COLLAPSED.

Probable Cause and Findings

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

Findings

Occurrence #1: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) AIRSPEED - EXCESSIVE - PILOT IN COMMAND

2. (F) LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
3. (F) DIVERTED ATTENTION - PILOT IN COMMAND
4. (C) FLARE - MISJUDGED - PILOT IN COMMAND
5. (C) RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
6. (C) GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
7. (F) STALL - INADVERTENT - PILOT IN COMMAND

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

Findings

8. LANDING GEAR, NOSE GEAR - OVERLOAD
9. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
10. LANDING GEAR, NOSE GEAR - FAILURE, TOTAL

Factual Information

Pilot Information

Certificate:	Private	Age:	39, 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--no waivers/lim.	Last FAA Medical Exam:	November 11, 1987
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	352 hours (Total, all aircraft), 52 hours (Total, this make and model), 230 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N6255F
Model/Series:	337 337	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	337-0255
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	August 26, 1987 Annual	Certified Max Gross Wt.:	4200 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-360-C1D
Registered Owner:	DAVID J. SMITH	Rated Power:	210 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:	MDW ,619 ft msl	Distance from Accident Site:	25 Nautical Miles
Observation Time:	16:45 Local	Direction from Accident Site:	360°
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:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	1°C / -12°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	FRANKFORT , IL (C18)	Type of Flight Plan Filed:	None
Destination:	KANAKEE , IL (IKK)	Type of Clearance:	None
Departure Time:	16:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	GREATER KANAKEE IKK	Runway Surface Type:	Asphalt
Airport Elevation:	625 ft msl	Runway Surface Condition:	Dry
Runway Used:	22	IFR Approach:	None
Runway Length/Width:	5100 ft / 100 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	41.109111,-87.859992(est)

Administrative Information

Investigator In Charge (IIC): Dinwiddie, Carl

Additional Participating Persons:

Original Publish Date: June 16, 1989

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=14021>

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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](#).