



# Aviation Investigation Final Report

<b>Location:</b>	ST PETER, Minnesota	<b>Accident Number:</b>	CHI89LA008
<b>Date &amp; Time:</b>	October 12, 1988, 09:45 Local	<b>Registration:</b>	N2081V
<b>Aircraft:</b>	CESSNA 120	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE PLT HAD INTENDED TO MAKE A TOUCH-&-GO LANDING ON A GRASS STRIP, BUT STATED THAT HE CAME IN 'SOMEWHAT HIGH.' HE RPRTD THE ACFT WAS STILL AIRBORNE ABOUT HALFWAY DOWN THE RWY WHEN HE ELECTED TO GO AROUND. HE ATTEMPTED TO ADD POWER, BUT THE ENG 'SPUTTERED & DIED.' THE PLT SAID HE FORCED THE MAIN GEAR ONTO THE RWY & APPLIED BRAKES, BUT WITHIN SECONDS, THE ACFT NOSED OVER. AFTER THE ACDNT, AN EXAM REVEALED THE LEFT MAIN WHEEL HAD BROKEN OFF AT THE AXLE, THEN THE LEFT STRUT DUG INTO THE GROUND & THE ACFT NOSED OVER. THE PLT RPRTD THAT WHEN THE ACFT WAS ON FINAL APCH, HE HAD MOVED THE CARBURETOR HEAT TO OFF. THE TEMP & DEW POINT WERE 43 & 26 DEG, RESPECTIVELY. ACCORDING TO ICING PROBABILITY CHARTS, CONDS WERE CONDUCTIVE FOR CARB ICE. EXCEPT FOR SOOT IN THE EXHAUST STACKS & ON THE SPARK PLUGS, NO EVIDENCE OF A PRE-ACDNT MECHANICAL PROBLEM WAS FOUND.

## Probable Cause and Findings

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

### Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL  
Phase of Operation: LANDING - ABORTED

Findings

1. (F) PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
2. (F) ALTITUDE - EXCESSIVE - PILOT IN COMMAND
3. (C) GO-AROUND - DELAYED - PILOT IN COMMAND
4. (F) WEATHER CONDITION - CARBURETOR ICING CONDITIONS
5. (C) CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
6. (C) FUEL SYSTEM,CARBURETOR - ICE

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Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

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Occurrence #3: HARD LANDING

Phase of Operation: LANDING - ROLL

Findings

7. (F) EMERGENCY PROCEDURE - PERFORMED
8. LANDING GEAR,AXLE - FAILURE,TOTAL

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Occurrence #4: NOSE OVER

Phase of Operation: LANDING - ROLL

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial; Flight instructor	<b>Age:</b>	30, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	Glider	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine; Instrument airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	October 7, 1987
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	2016 hours (Total, all aircraft), 300 hours (Total, this make and model), 1440 hours (Pilot In Command, all aircraft), 195 hours (Last 90 days, all aircraft), 73 hours (Last 30 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N2081V
<b>Model/Series:</b>	120 120	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	14314
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	February 26, 1988 Annual	<b>Certified Max Gross Wt.:</b>	1450 lbs
<b>Time Since Last Inspection:</b>	37 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2923 Hrs	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	C-85-12
<b>Registered Owner:</b>	RANDY GOEBEL	<b>Rated Power:</b>	85 Horsepower
<b>Operator:</b>	RANDELL GOEBEL	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	MKT ,1020 ft msl	<b>Distance from Accident Site:</b>	10 Nautical Miles
<b>Observation Time:</b>	09:53 Local	<b>Direction from Accident Site:</b>	355°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	12 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	6°C / -3°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	EDEN PRAIRIE , MN (FCM )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	(56Y )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	09:20 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	ST PETER MUNI 56Y	<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>	909 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	18	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	2700 ft / 150 ft	<b>VFR Approach/Landing:</b>	Forced landing;Touch and go

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Minor	<b>Latitude, Longitude:</b>	44.320064,-93.960212(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Mcavoy, E.
<b>Additional Participating Persons:</b>	D WILLMAN; MINNEAPOLIS , MN
<b>Original Publish Date:</b>	November 28, 1989
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=14298">https://data.ntsb.gov/Docket?ProjectID=14298</a>

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