



Aviation Investigation Final Report

Location:	TERRE HAUTE, Indiana	Accident Number:	CHI89LA089
Date & Time:	May 12, 1989, 13:45 Local	Registration:	N77201
Aircraft:	CESSNA 140	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: PILOT'S INABILITY TO MAINTAIN DIRECTIONAL CONTROL DURING THE TAKEOFF ROLL. A FACTOR IN THE ACCIDENT WAS THE CROSSWIND.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: TAKEOFF - ROLL/RUN

Occurrence #2: NOSE DOWN
Phase of Operation: TAKEOFF - ROLL/RUN

Factual Information

Pilot Information

Certificate:	Private	Age:	60, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	June 29, 1988
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	344 hours (Total, all aircraft), 185 hours (Total, this make and model), 6 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N77201
Model/Series:	140 140	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	11663
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	July 6, 1988 Annual	Certified Max Gross Wt.:	1450 lbs
Time Since Last Inspection:	67 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2221 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	C-85-12
Registered Owner:	MUELLER, MELVIN F	Rated Power:	85 Horsepower
Operator:	MUELLER, MELVIN F.	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:	HUF ,585 ft msl	Distance from Accident Site:	
Observation Time:	13:45 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	15 miles
Lowest Ceiling:	Broken / 10000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	11 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	310°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	17°C / -1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	TERRE HAUTE , IN (HUF)	Type of Flight Plan Filed:	None
Destination:	NEW DOUGLAS , IL (NONE)	Type of Clearance:	VFR
Departure Time:	13:45 Local	Type of Airspace:	Class E

Airport Information

Airport:	HULMAN REG. HUF	Runway Surface Type:	Asphalt
Airport Elevation:	585 ft msl	Runway Surface Condition:	Dry
Runway Used:	5	IFR Approach:	None
Runway Length/Width:	9020 ft / 150 ft	VFR Approach/Landing:	None

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:	

Administrative Information

Investigator In Charge (IIC):	Reeves, Jodi
Additional Participating Persons:	R BISSONETTE; INDIANAPOLIS , IN
Original Publish Date:	March 29, 1991
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=14351

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](#).