



# Aviation Investigation Final Report

<b>Location:</b>	SCOTTSDLUFF, Nebraska	<b>Accident Number:</b>	MKC83LA070
<b>Date &amp; Time:</b>	February 20, 1983, 15:30 Local	<b>Registration:</b>	N1798V
<b>Aircraft:</b>	CESSNA 140	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE AIRCRAFT MADE A HARD LANDING WHILE LANDING AT SCOTTSDLUFF NE DURING A PLEASURE FLIGHT. THE AIRCRAFT WAS LANDING ON RUNWAY 30 WITH THE WIND FROM 350 DEGREES AT 8 KTS. A WITNESS SAID THE AIRCRAFT BOUNCED 2 TIMES BEFORE GROUNDLOOPING OFF THE LEFT SIDE OF THE RUNWAY. THE PILOT SAID HE LANDED IN A 3 POINT ATTITUDE AND THE WIND PICKED THE AIRCRAFT UP. HE SAID APPLICATION OF POWER AND LOWERING THE NOSE DID NOT PREVENT THE AIRCRAFT FROM IMPACTING THE RUNWAY A 2ND TIME. HE SAID THE AIRCRAFT NOSE WAS ABOUT 15 DEGREES OFF RUNWAY ALIGNMENT WHEN IT IMPACTED THE RUNWAY AND GROUNDLOOPED TO THE LEFT. THE RIGHT MAIN GEAR BROKE OFF DURING THE SWERVE.

## 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. (C) FLARE - MISJUDGED - PILOT IN COMMAND
  2. (C) FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND

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Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: LANDING - ROLL

Findings

3. (C) RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

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

5. (C) GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

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Occurrence #3: MAIN GEAR COLLAPSED

Phase of Operation: LANDING - ROLL

Findings

6. (F) LANDING GEAR,MAIN GEAR ATTACHMENT - OVERLOAD

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	35, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	December 20, 1982
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	137 hours (Total, all aircraft), 21 hours (Total, this make and model), 81 hours (Pilot In Command, all aircraft), 6 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N1798V
<b>Model/Series:</b>	140 140	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	13983
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	February 4, 1983 Annual	<b>Certified Max Gross Wt.:</b>	1450 lbs
<b>Time Since Last Inspection:</b>	15 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	4394 Hrs	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	C-85-12
<b>Registered Owner:</b>	ONE-40 CLUB, INC.	<b>Rated Power:</b>	85 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	
<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>	BLL ,3965 ft msl	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	15:37 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Scattered	<b>Visibility</b>	25 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	8 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	350°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	11°C / -10°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	00:00 Local	<b>Type of Airspace:</b>	Airport advisory area

## Airport Information

<b>Airport:</b>	SCOTTSBUFF BFF	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	3965 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	30	<b>IFR Approach:</b>	
<b>Runway Length/Width:</b>	8280 ft / 150 ft	<b>VFR Approach/Landing:</b>	Full stop;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	

## Administrative Information

**Investigator In Charge (IIC):** Wall, James

**Additional Participating Persons:**

**Original Publish Date:**

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=33385>

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