



Aviation Investigation Final Report

Location:	CREIGHTON, Nebraska	Accident Number:	MKC87LA174
Date & Time:	September 19, 1987, 20:40 Local	Registration:	N2061V
Aircraft:	CESSNA 120	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE FLT DPTD HARVARD, NE., WITH A DEST OF WAUSA, NE ABT 1 HRS FLYING DIST TO THE NORTHEAST. THE DEPARTURE COMMENCED ABT 1 HR AND 40 MIN'S PRIOR TO DARK. THE PIC STATED HE ENCOUNTERED STRONG HEADWINDS ALONG THE ROUTE WHICH DELAYED HIS PROGRESS. THE ACFT ARRIVED AT WAUSA AFTER DARK. THE PIC RPTD NO RWY LTNG AVAILABLE. THE PIC THEN CHANGED HIS COURSE TO LAND AT BLOOMFIELD, NE. THE PIC STATED NO LTNG WAS AVAILABLE THERE EITHER. THE FLT WAS CONTINUED TO CREIGHTON, NE. AGAIN THE PIC RPTD NO LNDG LTGS AVAILABLE, BUT DUE TO A LOW FUEL STATE, THE PIC DECIDED TO LAND. THE PIC STATED THAT DURING THE LNDG ROLL IN THE DARK, THE ACFT ENCOUNTERED SOFT TERRAIN AND FLIPPED INVERTED. THE ACFT WAS NOT EQUIPPED WITH A LNDG LIGHT, NOR A RADIO. EACH ARPT WHERE A LNDG WAS ATTEMPTED, WERE EQUIPPED WITH RADIO XMSN ACTIVATED RWY LGTS. AN OPERABLE TRANSCEIVER IS MANDATORY TO ACTIVATE RWY LGTS.

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 - ROLL

Findings

1. (F) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. (F) COMM/NAV EQUIPMENT, TRANSCEIVER - NOT INSTALLED
3. RADIO COMMUNICATIONS - NOT POSSIBLE
4. (F) LANDING LIGHT(S) - NOT INSTALLED
5. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: NOSE OVER

Phase of Operation: LANDING - ROLL

Findings

6. TERRAIN CONDITION - GROUND
7. (F) TERRAIN CONDITION - SOFT

Factual Information

Pilot Information

Certificate:	Commercial	Age:	38, 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 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	June 19, 1987
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	693 hours (Total, all aircraft), 455 hours (Total, this make and model), 625 hours (Pilot In Command, all aircraft), 16 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N2061V
Model/Series:	120 120	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	14672
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	August 1, 1987 Annual	Certified Max Gross Wt.:	1450 lbs
Time Since Last Inspection:	12 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1540 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	C-85
Registered Owner:	DOUGLAS DALE LIVGREN	Rated Power:	85 Horsepower
Operator:	DOUGH LIVGREN	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:	Night/dark
Observation Facility, Elevation:	SUX ,1098 ft msl	Distance from Accident Site:	65 Nautical Miles
Observation Time:	20:50 Local	Direction from Accident Site:	80°
Lowest Cloud Condition:	Clear	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	15 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	10°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	HARVARD , NE (08K)	Type of Flight Plan Filed:	None
Destination:	WAUSA , NE	Type of Clearance:	None
Departure Time:	19:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	CREIGHTON MUNI 6K3	Runway Surface Type:	Grass/turf
Airport Elevation:	1653 ft msl	Runway Surface Condition:	Rough;Wet
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Full stop

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:	42.459011,-97.899879(est)

Administrative Information

Investigator In Charge (IIC):	Thorpe, Clint
Additional Participating Persons:	ILENE VAN LENT; LINCOLN , NE
Original Publish Date:	December 27, 1988
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=34440

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](#).