



Aviation Investigation Final Report

Location:	Grinnell, Iowa	Accident Number:	CHI03LA157
Date & Time:	June 5, 2003, 13:30 Local	Registration:	N5667C
Aircraft:	Cessna 140A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The airplane ground looped during landing. The pilot stated he received a report from another aircraft that the winds at his destination were variable and that he could choose a runway. The pilot reported the approach and touchdown were normal. The pilot noted he encountered a right rear-quartering gust. Winds 21 miles south-southwest of the accident site were recorded as 210 degrees at 10 knots gusting to 15 knots. The pilot stated the airplane swerved, ground looped, and subsequently nosed over.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadvertent ground loop. Factors contributing to the accident were the wind gusts and crosswind conditions.

Findings

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

Findings

1. (C) GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
2. (F) WEATHER CONDITION - GUSTS
3. (F) WEATHER CONDITION - CROSSWIND

Occurrence #2: NOSE OVER
Phase of Operation: LANDING - ROLL

Factual Information

On June 5, 2003, at 1330 central daylight time, a Cessna 140A, N5667C, owned and piloted by a private pilot, sustained substantial damage when it ground looped during landing on runway 13 (5,200 feet by 75 feet, dry concrete) at Grinnell Regional Airport (GGI), Grinnell, Iowa. Visual meteorological conditions prevailed at the time of the accident. The pilot reported no injuries. The 14 CFR Part 91 personal flight was not operating on a flight plan. The flight departed Pella Municipal Airport (PEA), Pella, Iowa, at 1230, en route to GGI

The pilot reported he received a report from another aircraft at GGI that the winds were variable and that he "could pick [a] runway." The pilot stated that he entered a downwind for runway 13, and the approach and touchdown were normal. The pilot stated the airplane "seemed to take a right rear quartering gust." The airplane then swerved, ground looped, and subsequently nosed over.

The pilot reported there were no mechanical malfunctions or failures during the accident flight.

A weather reporting station at PEA, 21 nautical miles south-southwest of the accident site, recorded at 1335: winds from 210 degrees at 10 knots, gusting to 15 knots.

Pilot Information

Certificate:	Private	Age:	40, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Right
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-w/ waivers/lim	Last FAA Medical Exam:	November 17, 2002
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	November 15, 2002
Flight Time:	639 hours (Total, all aircraft), 102 hours (Total, this make and model), 639 hours (Pilot In Command, all aircraft), 24 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N5667C
Model/Series:	140A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal; Utility	Serial Number:	15623
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	November 1, 2002 Annual	Certified Max Gross Wt.:	1500 lbs
Time Since Last Inspection:	58.6 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2633.9 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	C90-14-F
Registered Owner:	On file	Rated Power:	90 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	PEA, 885 ft msl	Distance from Accident Site:	21 Nautical Miles
Observation Time:	13:35 Local	Direction from Accident Site:	207°
Lowest Cloud Condition:	Clear	Visibility:	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots / 15 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.97 inches Hg	Temperature/Dew Point:	24°C / 11°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Pella, IA (PEA)	Type of Flight Plan Filed:	None
Destination:	Grinnell, IA (GGI)	Type of Clearance:	None
Departure Time:	12:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	Grinnell Regional Airport GGI	Runway Surface Type:	Concrete
Airport Elevation:	1008 ft msl	Runway Surface Condition:	Dry
Runway Used:	13	IFR Approach:	None
Runway Length/Width:	5200 ft / 75 ft	VFR Approach/Landing:	Full stop;Traffic pattern

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:	41.709445,-92.734725

Administrative Information

Investigator In Charge (IIC):	Gallo, Mitchell
Additional Participating Persons:	Keith Miller; FAA- Des Moines FSDO; Ankenny, IA
Original Publish Date:	November 25, 2003
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=57199

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