



# Aviation Investigation Final Report

<b>Location:</b>	Sullivan, Wisconsin	<b>Accident Number:</b>	CHI03LA206
<b>Date &amp; Time:</b>	July 13, 2003, 14:30 Local	<b>Registration:</b>	N2180V
<b>Aircraft:</b>	Cessna 140	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The airplane nosed over after veering off the runway during landing. The pilot reported he observed a 25 to 30 degree, 8 knot crosswind while on downwind. The pilot stated he corrected for the crosswind with left aileron, but the airplane began to drift to the left. The pilot noted that when he applied right rudder and aileron to correct for the drift the wheels began to squeal. The pilot reported the airplane turned to the left as it slowed down and the right wing tip struck the runway. The right main landing gear wheel dug into the sod and the airplane nosed over.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate compensation for wind conditions resulting in a loss of directional control. A factor contributing to the accident was the crosswind.

## Findings

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

### Findings

1. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
2. (F) WEATHER CONDITION - CROSSWIND
3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

-----

Occurrence #2: NOSE OVER  
Phase of Operation: LANDING

## Factual Information

On July 13, 2003, at 1430 central daylight time, a Cessna 140, N2180V, sustained substantial damage when it nosed over during landing after it veered off runway 24 (4,548 feet by 50 feet, asphalt) at the McDermott Air Park (31WI), Sullivan, Wisconsin. The pilot was not injured. The 14 CFR Part 91 personal flight departed East Troy Municipal Airport, East Troy, Wisconsin, at 1330. Visual meteorological conditions prevailed and no flight plan was filed.

The pilot recalled that as he was on downwind there was about a 25 to 30 degree crosswind with an estimated wind speed of 8 knots. The pilot reported he used left aileron to keep the airplane on the centerline during approach, but the airplane began drifting to the left. The pilot stated he corrected for the drift with right aileron and right rudder during touch down. The pilot indicated he held the right aileron and rudder correction during the landing roll and the wheels started "squealing." The pilot reported the airplane began to turn to the left as it slowed down. The pilot stated the right wing tip struck the runway surface, the right main landing gear wheel dug into the sod, and the airplane subsequently nosed over.

The pilot reported no mechanical malfunctions or defects prior to the accident.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	42, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	November 9, 2002
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	November 12, 2002
<b>Flight Time:</b>	343 hours (Total, all aircraft), 31 hours (Total, this make and model), 248 hours (Pilot In Command, all aircraft), 50 hours (Last 90 days, all aircraft), 36 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N2180V
<b>Model/Series:</b>	140	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	14409
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	November 8, 2002 Annual	<b>Certified Max Gross Wt.:</b>	1450 lbs
<b>Time Since Last Inspection:</b>	35 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1945 Hrs at time of accident	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	C-85
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	85 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	RYV,833 ft msl	<b>Distance from Accident Site:</b>	11 Nautical Miles
<b>Observation Time:</b>	14:37 Local	<b>Direction from Accident Site:</b>	333°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	5 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	210°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.07 inches Hg	<b>Temperature/Dew Point:</b>	28°C / 17°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	East Troy, WI (57C )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Sullivan, WI (31WI)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	13:30 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	McDermott Air Park 31WI	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	875 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	24	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	4548 ft / 50 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>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	43.007221,-88.601943

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Silliman, James
<b>Additional Participating Persons:</b>	Darrel McCullion; FAA Milwaukee FSDO; Milwaukee, WI
<b>Original Publish Date:</b>	March 2, 2004
<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=57471">https://data.ntsb.gov/Docket?ProjectID=57471</a>

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](#).