



Aviation Investigation Final Report

Location:	Joliet, Illinois	Accident Number:	CHI04CA153
Date & Time:	June 12, 2004, 15:00 Local	Registration:	N1970K
Aircraft:	Luscombe 8E	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The aircraft was substantially damaged when it nosed over during takeoff roll. The pilot reported that as he attempted to takeoff the aircraft encountered standing water on the turf runway and nosed over. He noted that he did not see the water on the runway prior to initiating the takeoff roll. The airport manager reported that the runway was saturated due to heavy rains the night prior to the accident. In addition to runway 4-22, the airport was served by runway 12-30 (2,937 feet by 100 feet, asphalt). Winds recorded at the airport at 1505 hours were from 340 degrees at 5 knots.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's selection of unsuitable terrain for takeoff and the subsequent failure to maintain aircraft control during the encounter with the standing water. Contributing factors were the standing water and the soft runway condition.

Findings

Occurrence #1: NOSE OVER
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND
2. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

3. (F) TERRAIN CONDITION - GRASS
4. (F) TERRAIN CONDITION - WATER
5. (F) TERRAIN CONDITION - SOFT

Factual Information

On June 12, 2004, approximately 1500 central daylight time, a Luscombe 8E, N1970K, piloted by a private pilot, was substantially damaged when it nosed over during takeoff roll on runway 22 (3,228 feet by 140 feet, turf) at Joliet Regional Airport (JOT), Joliet, Illinois. The personal flight was operating under 14 CFR Part 91 without a flight plan. Visual meteorological conditions prevailed. The pilot sustained minor injuries. The local flight was departing at the time of the accident.

The pilot reported that as he attempted to takeoff the aircraft encountered standing water on the turf runway and subsequently nosed over. He noted that he did not see the water on the runway prior to initiating the takeoff roll. He stated that there were no malfunctions associated with the aircraft prior to the accident.

The airport manager reported that the runway was saturated due to heavy rains the night prior to the accident. He reported observing standing water on the runway while at the accident scene. The airport had not issued a Notice to Airmen (NOTAM) concerning the runway condition prior to the time of the accident.

In addition to runway 4-22, the airport was served by runway 12-30 (2,937 feet by 100 feet, asphalt).

Winds recorded by the JOT Automated Surface Observing System (ASOS) at 1505 were from 340 degrees at 5 knots.

Pilot Information

Certificate:	Private	Age:	80,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 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	July 15, 2002
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	August 22, 2003
Flight Time:	1871 hours (Total, all aircraft), 977 hours (Total, this make and model), 1800 hours (Pilot In Command, all aircraft), 7 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

Aircraft Make:	Luscombe	Registration:	N1970K
Model/Series:	8E	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	4697
Landing Gear Type:	Tailwheel	Seats:	
Date/Type of Last Inspection:	October 2, 2003 Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:	16 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2237 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	C85-12F
Registered Owner:	On file	Rated Power:	
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:	JOT, 581 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	15:05 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots / 0 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	340°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.87 inches Hg	Temperature/Dew Point:	26°C / 22°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Joliet, IL (JOT)	Type of Flight Plan Filed:	None
Destination:	(JOT)	Type of Clearance:	None
Departure Time:	15:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	Joliet Regional Airport JOT	Runway Surface Type:	Grass/turf
Airport Elevation:	581 ft msl	Runway Surface Condition:	Wet
Runway Used:	22	IFR Approach:	None
Runway Length/Width:	3228 ft / 140 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	41.517776,-88.175552

Administrative Information

Investigator In Charge (IIC):	Sorensen, Timothy
Additional Participating Persons:	Charles Gaspardarek; FAA-DuPage FSDO
Original Publish Date:	September 1, 2004
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=59562

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