



# Aviation Investigation Final Report

<b>Location:</b>	Lansing, Illinois	<b>Accident Number:</b>	CHI04CA179
<b>Date &amp; Time:</b>	July 5, 2004, 11:00 Local	<b>Registration:</b>	N620CR
<b>Aircraft:</b>	Waco YMF-FSC	<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 was damaged when it cart wheeled and came to rest on its nose during landing. The pilot stated that the airplane had departed the prepared runway surface due to crosswind gusts and was rolling on the grass adjacent to the runway when the main landing gear struck a "ravine." No mechanical deficiencies were reported.

## 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 and his failure to maintain directional control. The crosswind and the ditch were contributing factors.

## Findings

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

### Findings

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

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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: LANDING - ROLL

Findings

4. (F) TERRAIN CONDITION - DITCH

## Factual Information

On July 5, 2004, about 1100 central daylight time, a Waco YMF-FSC, N620CR, piloted by a private pilot, was substantially damaged during landing on runway 36 (4,002 feet by 75 feet, asphalt), at the Lansing Municipal Airport, Lansing, Illinois. The 14 CFR Part 91 personal flight was operating in visual meteorological conditions without a flight plan. The pilot was not injured. The local flight originated about 1030.

In a written report, the pilot stated that the airplane ran off runway due to crosswind gusts of 10 to 15 knots. The pilot stated that he was letting the plane run off on the grass parallel to the runway to dissipate speed prior to re-entering the runway because of poor forward visibility in the conventional geared airplane. The pilot stated that as the plane was rolling on the grass, the main landing gear wheels struck a ravine with the right wheel dropping more than the left wheel which caused the airplane to "cartwheel onto the nose." The pilot reported no mechanical deficiencies with respect to the airplane.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	63, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	
<b>Other Aircraft Rating(s):</b>	None	<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 3 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	November 21, 2003
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	July 30, 2002
<b>Flight Time:</b>	1274 hours (Total, all aircraft), 113 hours (Total, this make and model)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Waco	<b>Registration:</b>	N620CR
<b>Model/Series:</b>	YMF-FSC	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	FSC095
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	
<b>Date/Type of Last Inspection:</b>		<b>Certified Max Gross Wt.:</b>	
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Jacobs
<b>ELT:</b>		<b>Engine Model/Series:</b>	R755
<b>Registered Owner:</b>	Scott B. Rose	<b>Rated Power:</b>	275
<b>Operator:</b>	Charles L. Rose	<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>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>		<b>Visibility</b>	
<b>Lowest Ceiling:</b>		<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Lansing, IL (KIGQ)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class E

## 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>	
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	41.534999,-87.529441

## Administrative Information

**Investigator In Charge (IIC):** Brannen, John

**Additional Participating Persons:**

**Original Publish Date:** September 29, 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=59769>

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