



Aviation Investigation Final Report

Location:	FALMOUTH, Kentucky	Accident Number:	ATL87LA183
Date & Time:	June 23, 1987, 14:30 Local	Registration:	N89784
Aircraft:	CESSNA 140	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT WAS ON A CROSS-COUNTRY FLIGHT AND HAD MADE SEVERAL REFUELING STOPS DURING THE DAY. HE STATED THAT DURING LANDING HE EXPERIENCED A CROSSWIND OF APPROXIMATELY 7 TO 10 KNOTS. THE AIRCRAFT BOUNCED, ROCKED UP ON THE LEFT MAIN LANDING GEAR, DEPARTED THE RUNWAY TO THE RIGHT, RAN INTO TALL GRASS AND ROCKS AND NOSED OVER. THE PILOT STATED THAT HE USED BRAKES, RUDDER AND AILERON TO ATTEMPT TO REGAIN CONTROL OF THE AIRCRAFT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) WEATHER CONDITION - CROSSWIND
 2. (C) IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 3. (C) RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
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Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: LANDING - ROLL

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Findings

4. TERRAIN CONDITION - HIGH VEGETATION

Factual Information

Pilot Information

Certificate:	Private	Age:	22, 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--no waivers/lim.	Last FAA Medical Exam:	March 17, 1986
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	140 hours (Total, all aircraft), 48 hours (Total, this make and model), 73 hours (Pilot In Command, all aircraft), 48 hours (Last 90 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N89784
Model/Series:	140 140	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Utility	Serial Number:	8833
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	1450 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2600 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	C-90
Registered Owner:	BRUCE S. BARRETT	Rated Power:	90 Horsepower
Operator:	MICHEAL FLIESCHMAND	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:	Day
Observation Facility, Elevation:	CVG ,891 ft msl	Distance from Accident Site:	23 Nautical Miles
Observation Time:	13:50 Local	Direction from Accident Site:	330°
Lowest Cloud Condition:	Unknown	Visibility	12 miles
Lowest Ceiling:	Broken / 3100 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	350°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	29°C / 19°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	WISE , VA (LNP)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	GENE SNYDER	Runway Surface Type:	Asphalt
Airport Elevation:	898 ft msl	Runway Surface Condition:	Dry
Runway Used:	21	IFR Approach:	None
Runway Length/Width:	4000 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:	38.669246,-84.330436(est)

Administrative Information

Investigator In Charge (IIC):	Fouts, Charles
Additional Participating Persons:	DAVE ARNOLD; LOUISVILLE , KY
Original Publish Date:	October 7, 1988
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=7461

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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](#).