



Aviation Investigation Final Report

Location:	Monmouth, Illinois	Accident Number:	CEN11LA595
Date & Time:	August 25, 2011, 12:45 Local	Registration:	N72688
Aircraft:	Cessna 140	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that he was landing the tailwheel-equipped airplane when the airplane's tail inadvertently became airborne during the landing roll and that he was unable to regain control before the airplane nosed over. The airplane came to rest upside down on the runway centerline. The pilot reported that there were no preimpact mechanical malfunctions or failures that would have precluded the normal operation of the airplane. Although the pilot attributed the cause of the accident to his inadvertently landing with a tailwind, a review of historical wind data indicated that the prevailing wind would have resulted in a left crosswind of about 5 knots and a negligible tailwind component.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's loss of airplane control during the landing roll.

Findings

Aircraft	(general) - Incorrect use/operation
Personnel issues	Aircraft control - Pilot

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Nose over/nose down

On August 25, 2011, at 1245 central daylight time, a Cessna model 140 airplane, N72688, was substantially damaged while landing at Monmouth Municipal Airport (C66), Monmouth, Illinois. The pilot was not injured. The airplane was registered to and operated by the private pilot under the provisions of 14 Code of Federal Regulations Part 91. Day visual meteorological conditions prevailed for the flight, which was operated without a flight plan. The local flight departed at 1200.

The pilot reported that he was landing the tailwheel-equipped airplane on runway 2 when the accident occurred. The airplane's tail inadvertently became airborne during the landing roll, and he was unable to regain control before the airplane nosed over. The airplane slid for several yards before coming to rest upside down on the runway centerline facing the opposite runway heading. The fuselage, vertical stabilizer, and rudder were substantially damaged during the accident. The pilot reported that there were no preimpact mechanical malfunctions or failures that would have precluded the normal operation of the airplane. The pilot stated that he likely landed with a tailwind. He added that the accident could have been prevented had he determined the wind direction and speed from the airport's wind sock before landing.

The nearest aviation weather observation station with recorded historical weather information was at Galesburg Municipal Airport (KGBG), about 10.5 miles east of the accident site, which was equipped with an automated surface observing system (ASOS).

At 1235, the KGBG ASOS reported the following weather conditions: wind 330 degrees at 7 knots; visibility 10 miles; sky clear; temperature 28 degrees Celsius; dew point 11 degrees Celsius; altimeter setting 30.04 inches of mercury.

A review of historical wind data indicated that the prevailing wind had been from the north-northwest between 4 and 7 knots during the previous four hours.

Pilot Information

Certificate:	Private	Age:	55, 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 Without waivers/limitations	Last FAA Medical Exam:	August 13, 2009
Occupational Pilot:	No	Last Flight Review or Equivalent:	January 10, 2008
Flight Time:	416 hours (Total, all aircraft), 22 hours (Total, this make and model), 400 hours (Pilot In Command, all aircraft), 6 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N72688
Model/Series:	140	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	9864
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	August 13, 2011 100 hour	Certified Max Gross Wt.:	1450 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2806 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	C85-12
Registered Owner:	On file	Rated Power:	85 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:	KGBG,764 ft msl	Distance from Accident Site:	9 Nautical Miles
Observation Time:	12:35 Local	Direction from Accident Site:	87°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	330°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.04 inches Hg	Temperature/Dew Point:	28°C / 11°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Monmouth, IL (C66)	Type of Flight Plan Filed:	None
Destination:	Monmouth, IL (C66)	Type of Clearance:	None
Departure Time:	12:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	Monmouth Municipal Airport C66	Runway Surface Type:	Asphalt
Airport Elevation:	753 ft msl	Runway Surface Condition:	Dry
Runway Used:	02	IFR Approach:	None
Runway Length/Width:	2899 ft / 60 ft	VFR Approach/Landing:	Straight-in

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:	40.929721,-90.631111(est)

Administrative Information

Investigator In Charge (IIC):	Fox, Andrew
Additional Participating Persons:	Curt C Lindauer; Federal Aviation Administration, Springfield FSDO; Springfield, IL
Original Publish Date:	March 20, 2012
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=81601

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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](#).