



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	DOWAGIAC, MI	<b>Accident Number:</b>	CHI97LA064
<b>Date &amp; Time:</b>	02/01/1997, 1635 EST	<b>Registration:</b>	N4655X
<b>Aircraft:</b>	Cessna 150G	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None

**Flight Conducted Under:** Part 91: General Aviation - Instructional

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## Analysis

The student pilot was conducting solo touch-and-go landings. While in the transition from a landing to takeoff, directional control was lost. The pilot attempted to continue the takeoff; however, the landing gear contacted a snowbank 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 failure to maintain directional control. A factor was the snowbank.

## Findings

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

### Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

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

### Findings

3. (F) TERRAIN CONDITION - SNOWBANK

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Occurrence #3: NOSE OVER  
Phase of Operation: TAKEOFF - ROLL/RUN

## Factual Information

On February 1, 1997, at 1635 eastern standard time, a Cessna 150G, N4655X, sustained substantial damage during a nose over during takeoff on runway 27 (4700' x 100' dry/asphalt) at Dowagiac, Michigan. The solo student pilot was conducting touch and go landings when the airplane exited the runway to the left and impacted a snowbank. The pilot reported no injuries. The local 14 CFR Part 91 flight was operating in visual meteorological conditions. No flight plan was on file. The flight originated about 1510.

The student pilot said that during the transition from a landing to takeoff, the airplane "veered" left. He said he then attempted a "soft field" takeoff, in an attempt to get the airplane airborne; however, the landing gear contacted a snowbank and the airplane nosed over.

## Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	44, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	None	<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--no waivers/lim.	<b>Last FAA Medical Exam:</b>	09/19/1996
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	47 hours (Total, all aircraft), 42 hours (Total, this make and model), 5 hours (Pilot In Command, all aircraft), 26 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N4655X
<b>Model/Series:</b>	150G 150G	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	15064705
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	11/30/1996, 100 Hour	<b>Certified Max Gross Wt.:</b>	1600 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	4000 Hours	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-200-A
<b>Registered Owner:</b>	JOHN C. AMUNDSEN	<b>Rated Power:</b>	100 hp
<b>Operator:</b>	JOHN C. AMUNDSEN	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KBE, 643 ft msl	Distance from Accident Site:	16 Nautical Miles
Observation Time:	1742 EST	Direction from Accident Site:	300°
Lowest Cloud Condition:	Scattered / 1700 ft agl	Visibility	9 Miles
Lowest Ceiling:	Broken / 12000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	1°C / -3°C
Precipitation and Obscuration:			
Departure Point:	(C91)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1510 EST	Type of Airspace:	Class G

## Airport Information

Airport:	DOWAGIAC MUNICIPAL (C91)	Runway Surface Type:	Asphalt
Airport Elevation:	748 ft	Runway Surface Condition:	Dry
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	4700 ft / 100 ft	VFR Approach/Landing:	Touch and Go

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	STEPHEN A WILSON	Report Date:	08/25/1997
Additional Participating Persons:	DONALD D HALES; SOUTH BEND, IN		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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