



National Transportation Safety Board Aviation Accident Final Report

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|-------------------------|----------------------|-------------------------|-------------|
| Location: | LOGAN, UT | Accident Number: | SEA92LA034 |
| Date & Time: | 01/02/1992, 1610 MST | Registration: | N65505 |
| Aircraft: | CESSNA 152 | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 1 None |

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

AFTER A NORMAL LANDING WAS MADE, THE PILOT STATED THAT ON TOUCHDOWN, THE CARBURETOR HEAT WAS TURNED OFF, THE FLAPS WERE RETRACTED, AND POWER WAS INCREASED FOR THE TAKEOFF. WHEN FULL POWER WAS ADDED, THE AIRPLANE VEERED TO THE LEFT. THE PILOT CORRECTED WITH RIGHT RUDDER CONTROL; HOWEVER, THE AIRPLANE CONTINUED TO THE LEFT UNTIL IT EXITED THE RUNWAY AND COLLIDED WITH A SNOWBANK. THE PILOT STATED THAT HE WAS NOT SURE IF HE APPLIED THE BRAKE AND HE DID NOT DECREASE POWER, AS THE OCCURRENCE HAPPENED SO FAST.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: DIRECTIONAL CONTROL WAS NOT MAINTAINED. A FACTOR TO THE ACCIDENT WAS: THE PILOT'S LACK OF TOTAL FLIGHT EXPERIENCE.

Findings

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. (F) LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

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

Findings

3. TERRAIN CONDITION - SNOWBANK

Factual Information

Pilot Information

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|----------------------------------|--|--|------------|
| Certificate: | Student | Age: | 22, Male |
| Airplane Rating(s): | Single-engine Land | Seat Occupied: | Unknown |
| Other Aircraft Rating(s): | None | Restraint Used: | Seatbelt |
| 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: | 10/31/1991 |
| Occupational Pilot: | | Last Flight Review or Equivalent: | |
| Flight Time: | 24 hours (Total, all aircraft), 24 hours (Total, this make and model), 6 hours (Pilot In Command, all aircraft), 24 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft) | | |

Aircraft and Owner/Operator Information

| | | | |
|--------------------------------------|----------------------|---|-----------------|
| Aircraft Make: | CESSNA | Registration: | N65505 |
| Model/Series: | 152 152 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | No |
| Airworthiness Certificate: | | Serial Number: | 15281592 |
| Landing Gear Type: | Tricycle | Seats: | 2 |
| Date/Type of Last Inspection: | Unknown | Certified Max Gross Wt.: | 1670 lbs |
| Time Since Last Inspection: | 0 Hours | Engines: | 1 Reciprocating |
| Airframe Total Time: | | Engine Manufacturer: | LYCOMING |
| ELT: | Installed, activated | Engine Model/Series: | O-235-L2C |
| Registered Owner: | | Rated Power: | 110 hp |
| Operator: | LOGAN AIR SERVICE | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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|----------------------------------|-------------------------|---|------------------|
| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Day |
| Observation Facility, Elevation: | , 0 ft msl | Distance from Accident Site: | 0 Nautical Miles |
| Observation Time: | 0000 | Direction from Accident Site: | 0° |
| Lowest Cloud Condition: | Scattered / 3000 ft agl | Visibility | 5 Miles |
| Lowest Ceiling: | None / 0 ft agl | Visibility (RVR): | 0 ft |
| Wind Speed/Gusts: | 4 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 220° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 30 inches Hg | Temperature/Dew Point: | -1° C / -6° C |
| Precipitation and Obscuration: | | | |
| Departure Point: | | Type of Flight Plan Filed: | None |
| Destination: | | Type of Clearance: | None |
| Departure Time: | 1530 MST | Type of Airspace: | |

Airport Information

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|----------------------|------------------|---------------------------|-----------------|
| Airport: | LOGAN (LGU) | Runway Surface Type: | Asphalt |
| Airport Elevation: | 4454 ft | Runway Surface Condition: | Dry |
| Runway Used: | 35 | IFR Approach: | None |
| Runway Length/Width: | 5931 ft / 100 ft | VFR Approach/Landing: | Traffic Pattern |

Wreckage and Impact Information

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|---------------------|--------|----------------------|-------------|
| 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): | Debra J Eckrote | Report Date: | 08/13/1993 |
| Additional Participating Persons: | DAVE RODDA; SALT LAKE CITY, UT | | |
| 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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ . | | |

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).