



# National Transportation Safety Board Aviation Accident Data Summary

---

<b>Location:</b>	LOGAN, UT	<b>Accident Number:</b>	SEA92LA034
<b>Date &amp; Time:</b>	01/02/1992, 1610 MST	<b>Registration:</b>	N65505
<b>Aircraft:</b>	CESSNA 152	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	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

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

## Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	22
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N65505
<b>Model/Series:</b>	152 152	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	LOGAN AIR SERVICE	<b>Engine Manufacturer:</b>	LYCOMING
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-235-L2C
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	, 0 ft msl	<b>Weather Information Source:</b>	Witness
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	4 knots / , 220°
<b>Temperature:</b>	-1 °C	<b>Visibility</b>	5 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	<b>Destination:</b>		

## Airport Information

<b>Airport:</b>	LOGAN (LGU)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	35	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	5931 ft / 100 ft		

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC): Debra J Eckrote

Adopted Date: 08/13/1993

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](mailto: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.