



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	NEWTON, KS	<b>Accident Number:</b>	CHI93LA044
<b>Date &amp; Time:</b>	12/01/1992, 1047 CST	<b>Registration:</b>	N63294
<b>Aircraft:</b>	CESSNA 150M	<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 PRACTICING A SOFT FIELD LANDING WHEN THE ACCIDENT OCCURRED. HE STATED THAT WHILE KEEPING THE NOSE OFF THE GROUND THE AIRPLANE DRIFTED TO THE LEFT OF THE RUNWAY. HE ALSO STATED THAT IT WAS POSSIBLE THAT HE APPLIED LEFT RUDDER AS HE WAS CONCENTRATING ON KEEPING THE NOSE OFF THE GROUND. THE STUDENT THEN APPLIED RIGHT RUDDER BUT STATED THIS HAD LITTLE EFFECT ON STOPPING THE DRIFT. THE AIRPLANE CONTACTED A SNOWBANK ALONGSIDE THE RUNWAY AND NOSED DOWN.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S IMPROPER USE OF RUDDER CONTROL AND SUBSEQUENT FAILURE TO MAINTAIN DIRECTIONAL CONTROL.

## Findings

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

### Findings

1. (C) RUDDER - IMPROPER USE OF - PILOT IN COMMAND
  2. (F) LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
  3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  4. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND
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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: LANDING - ROLL

### Findings

5. TERRAIN CONDITION - SNOWBANK
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Occurrence #3: NOSE DOWN  
Phase of Operation: LANDING - ROLL

## Factual Information

### Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	21, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<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 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	04/28/1992
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	21 hours (Total, all aircraft), 20 hours (Total, this make and model), 21 hours (Last 90 days, all aircraft), 4 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>	N63294
<b>Model/Series:</b>	150M 150M	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal; Utility	<b>Serial Number:</b>	15077234
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	10/22/1992, 100 Hour	<b>Certified Max Gross Wt.:</b>	1600 lbs
<b>Time Since Last Inspection:</b>	46 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	10336 Hours	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-200-A
<b>Registered Owner:</b>	HESSTON COLLEGE AVIATION	<b>Rated Power:</b>	100 hp
<b>Operator:</b>	HESSTON COLLEGE AVIATION	<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:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	14 knots / 18 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	310°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	6°C / -2°C
Precipitation and Obscuration:			
Departure Point:	(EWK)	Type of Flight Plan Filed:	None
Destination:	(EWK)	Type of Clearance:	None
Departure Time:	0953 CST	Type of Airspace:	Class G

## Airport Information

Airport:	NEWTON CITY-COUNTY (EWK)	Runway Surface Type:	Asphalt
Airport Elevation:	1533 ft	Runway Surface Condition:	Dry
Runway Used:	35	IFR Approach:	None
Runway Length/Width:	7002 ft / 100 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

## 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):	PAMELA S SULLIVAN	Report Date:	06/30/1993
Additional Participating Persons:	NOEL GARY; WICHITA, KS		
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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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](#).