



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	ELKHART, IN	<b>Accident Number:</b>	CHI90LA059
<b>Date &amp; Time:</b>	01/01/1990, 1600 EST	<b>Registration:</b>	N8575G
<b>Aircraft:</b>	CESSNA 150F	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

THE PILOT STATED THAT AFTER A LOCAL AREA FLIGHT. HE AND THE PASSENGER, WHO WAS A STUDENT PILOT, RETURNED TO THE DEPARTURE AIRPORT. THE PILOT ESTIMATED THAT THE RUNWAY WAS PLOWED TO A USABLE WIDTH OF ABOUT 25 FEET & WAS ICY. HE DESCRIBED THE APPROACH AND TOUCHDOWN AS NORMAL AND SMOOTH. DURING THE LANDING ROLL, THE AIRCRAFT 'SLID TO THE RIGHT,' ENCOUNTERED A CRUSTY SNOWBANK AND NOSED OVER. NEITHER OF THE PILOTS HAD MUCH EXPERIENCE WITH WINTER FLIGHT OPERATIONS. THE PILOT STATED THAT, GIVEN 'HOW BAD THE RUNWAY WAS...' HE SHOULD NOT HAVE ATTEMPTED TO LAND ON IT.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FAILURE OF THE PILOT TO MAINTAIN DIRECTIONAL CONTROL OF THE AIRCRAFT, WHICH RESULTED IN HIS FAILURE TO MAINTAIN PROPER RUNWAY ALIGNMENT. FACTORS RELATED TO THE ACCIDENT WERE THE PILOT'S LACK OF EXPERIENCE IN WINTER OPERATIONS, THE ICY RUNWAY CONDITION, AND THE SNOWBANK.

## Findings

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Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: LANDING - ROLL

### Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ICY
3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. (C) PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
5. (F) LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND

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Occurrence #2: NOSE OVER

Phase of Operation: LANDING - ROLL

### Findings

6. (F) TERRAIN CONDITION - SNOWBANK

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	31, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<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--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	08/07/1989
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	63 hours (Total, all aircraft), 59 hours (Total, this make and model), 36 hours (Pilot In Command, all aircraft), 38 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N8575G
<b>Model/Series:</b>	150F 150F	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	15062675
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	05/22/1989, Annual	<b>Certified Max Gross Wt.:</b>	1600 lbs
<b>Time Since Last Inspection:</b>	204 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	4172 Hours	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-200-A
<b>Registered Owner:</b>	VFR FLIERS, INC	<b>Rated Power:</b>	100 hp
<b>Operator:</b>	VFR FLIERS, INC.	<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:	SBN, 790 ft msl	Distance from Accident Site:	12 Nautical Miles
Observation Time:	1550 EST	Direction from Accident Site:	280°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	6 Miles
Lowest Ceiling:	Overcast / 2200 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-2° C / -6° C
Precipitation and Obscuration:			
Departure Point:	GOSHEN, IN (GSH)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1520 EST	Type of Airspace:	Class G

## Airport Information

Airport:	MISHAWAKA PILOT'S CLUB (3C1)	Runway Surface Type:	Asphalt
Airport Elevation:	780 ft	Runway Surface Condition:	Ice; Snow-crusted
Runway Used:	21	IFR Approach:	None
Runway Length/Width:	2600 ft / 40 ft	VFR Approach/Landing:	Full Stop

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	JODI L REEVES	Report Date:	06/28/1991
Additional Participating Persons:	D HEITER; 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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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](#).