



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	VALMY, NV	<b>Accident Number:</b>	SEA90LA049
<b>Date &amp; Time:</b>	03/01/1990, 1614 PST	<b>Registration:</b>	N60301
<b>Aircraft:</b>	CESSNA 150	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Serious
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

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## Analysis

THE PILOT ATTEMPTED TO LAND ON A ABANDONED ROAD IN STRONG CROSSWIND CONDITIONS. HE ENCOUNTERED A WIND GUST AFTER TOUCHDOWN, APPLIED FULL THROTTLE FOR A GO-AROUND AND TURNED DOWNWIND. THE AIRCRAFT STALLED APPROX 100 FT AGL, DESCENDED AND IMPACTED THE GROUND IN A 45 DEGREE NOSE DOWN ATTITUDE.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOTS POOR INFLIGHT PLANNING AND DECISION TO LAND ON AN ABANDONED HIGHWAY IN STRONG GUSTY CROSSWIND CONDITIONS, HIS IMPROPER REMEDIAL ACTION OF TURNING DOWNWIND AT A LOW ALTITUDE AFTER ABORTING THE LANDING AND HIS FAILURE TO MAINTAIN AIRSPEED. FACTORS IN THE ACCIDENT WERE THE HIGH WINDS AND UNFAVORABLE WIND CONDITIONS.

## Findings

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Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: LANDING - ABORTED

### Findings

1. (F) WEATHER CONDITION - HIGH WIND
2. (C) IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. (F) WEATHER CONDITION - CROSSWIND
4. (F) REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND
5. WEATHER CONDITION - TAILWIND
6. (C) AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	40, 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--no waivers/lim.	<b>Last FAA Medical Exam:</b>	03/10/1989
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	2000 hours (Total, all aircraft), 10 hours (Total, this make and model), 2000 hours (Pilot In Command, all aircraft), 35 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N60301
<b>Model/Series:</b>	150 150	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	15070210
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	05/26/1989, Annual	<b>Certified Max Gross Wt.:</b>	1600 lbs
<b>Time Since Last Inspection:</b>	61 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	6339 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>	CURTIS D. MC DOUGLAS	<b>Rated Power:</b>	100 hp
<b>Operator:</b>	ARTHUR H. MC EWEN	<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:	B23, 4532 ft msl	Distance from Accident Site:	16 Nautical Miles
Observation Time:	1630 PST	Direction from Accident Site:	115°
Lowest Cloud Condition:	Scattered / 7000 ft agl	Visibility	35 Miles
Lowest Ceiling:	Broken / 9000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	18 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	10° C / -2° C
Precipitation and Obscuration:			
Departure Point:	CARSON CITY, NV (004)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1420 PST	Type of Airspace:	Class G

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	PRENTISS E MANGUM	Report Date:	02/12/1993
Additional Participating Persons:	TERRY VAN ATTA; RENO, NV		
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:pubinquiry@ntsb.gov">pubinquiry@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](#).