



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	REYNOLDS, ND	<b>Accident Number:</b>	DEN88LA060
<b>Date &amp; Time:</b>	02/01/1988, 1645 CST	<b>Registration:</b>	N11312
<b>Aircraft:</b>	CESSNA 150L	<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 PILOT MADE A LOW PASS OVER A NEIGHBOR'S FARM AIRSTRIP. HE SAID HE APPLIED CARBURETOR HEAT AND SLOWED THE AIRPLANE TO 70 KIAS, USING 20 DEGREES OF FLAPS AND 1400 RPM. THE REPORTED OUTSIDE AIR TEMPERATURE WAS -10 DEGREES AND THE DEW POINT WAS -20 DEGREES. THE PILOT THEN MADE A SLIGHT RIGHT TURN AND INITIATED A CLIMB. HE SAID HE CLOSED THE CARBURETOR HEAT AND ABRUPTLY PUSHED THE THROTTLE FORWARD. THE ENGINE BEGAN RUNNING ROUGH. THE PILOT THEN RETARDED THE THROTTLE AND APPLIED CARBURETOR HEAT AGAIN. THE ENGINE DID NOT RESPOND. THE PILOT WAS FORCED TO MAKE A LANDING IN AN OPEN, SNOW-COVERED FIELD. THE AIRPLANE TOUCHED DOWN AND THE PILOT KEPT THE NOSE WHEEL OFF THE GROUND BY HOLDING BACK PRESSURE ON THE CONTROL YOKE. WHEN THE NOSE WHEEL SETTLED TO THE GROUND, IT SNAPPED OFF IN THE 1-FOOT DEEP SNOW AND THE AIRPLANE FLIPPED OVER.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

## Findings

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Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - NONMECHANICAL  
Phase of Operation: CLIMB

### Findings

1. (F) WEATHER CONDITION - TEMPERATURE EXTREMES
2. LOW PASS - PERFORMED - PILOT IN COMMAND
3. CLIMB - INITIATED - PILOT IN COMMAND
4. (C) CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
5. (C) THROTTLE/POWER CONTROL - ABRUPT - PILOT IN COMMAND

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Occurrence #2: FORCED LANDING  
Phase of Operation: DESCENT - EMERGENCY

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Occurrence #3: NOSE OVER  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

6. (C) TERRAIN CONDITION - SNOW COVERED
7. LANDING GEAR,NOSE GEAR - SEPARATION

## Factual Information

### Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	29, 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>	04/03/1986
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	65 hours (Total, all aircraft), 39 hours (Total, this make and model), 32 hours (Pilot In Command, all aircraft), 4 hours (Last 90 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N11312
<b>Model/Series:</b>	150L 150L	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	15075319
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	10/10/1987, Annual	<b>Certified Max Gross Wt.:</b>	1600 lbs
<b>Time Since Last Inspection:</b>	31 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3683 Hours	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-200-A
<b>Registered Owner:</b>	GALAXY AVIATION, INC.	<b>Rated Power:</b>	100 hp
<b>Operator:</b>	NODAK FLYING CLUB	<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:	GFK, 844 ft msl	Distance from Accident Site:	19 Nautical Miles
Observation Time:	1653 CST	Direction from Accident Site:	330°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	280°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-12°C / -7°C
Precipitation and Obscuration:			
Departure Point:	GRAND FORKS, ND (GFK)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1620 CST	Type of Airspace:	Class E

## Airport Information

Airport:	JENSON (NA01)	Runway Surface Type:	Grass/turf; Snow
Airport Elevation:	867 ft	Runway Surface Condition:	Snow--compacted
Runway Used:	35	IFR Approach:	None
Runway Length/Width:	2500 ft / 50 ft	VFR Approach/Landing:	Forced Landing

## 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):	ARNOLD W SCOTT	Report Date:	03/30/1989
Additional Participating Persons:	JAMES L AADLAND; FARGO, ND OTTO D GOERGEN; FARGO, ND		
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](#).