



National Transportation Safety Board Aviation Accident Final Report

Location:	CRANE, IN	Accident Number:	CHI88LA071
Date & Time:	03/01/1988, 1904 EST	Registration:	N66452
Aircraft:	CESSNA 150M	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

N66452, COLLIDED WITH A STREET SIGNPOST AT THE CRANE NAVAL DEPOT, CRANE, IN, DURING LANDING ROLL AFTER A PRECAUTIONARY EMERGENCY LANDING. THE RIGHT WING OF THE AIRCRAFT WAS SUBSTANTIALLY DAMAGED. THE STUDENT WAS ON THE RETURN LEG OF A TWO-LEG SOLO CROSS COUNTRY FLIGHT. HE BECAME LOST DURING THE FLIGHT, AND DECIDED TO EXECUTE A PRECAUTIONARY LANDING DUE TO LOW FUEL AND IMPENDING DARKNESS.

Probable Cause and Findings

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

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

1. (F) TERRAIN CONDITION - ROADWAY/HIGHWAY
2. (F) PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
3. (F) LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
4. (F) LIGHT CONDITION - DUSK
5. (F) FLUID,FUEL - LOW LEVEL
6. (F) OBJECT - SIGN
7. (C) BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
8. (F) LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
9. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
10. (F) INADEQUATE TRAINING - FLIGHT INSTRUCTOR(ON GROUND)

Factual Information

Pilot Information

Certificate:	Student	Age:	35, Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	08/14/1987
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	39 hours (Total, all aircraft), 27 hours (Total, this make and model), 17 hours (Pilot In Command, all aircraft), 2 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N66452
Model/Series:	150M 150M	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	15076059
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1600 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	O-200-A
Registered Owner:	WASHINGTON AERONAUTICS CO. INC	Rated Power:	100 hp
Operator:	WASHINGTON AERONAUTICS CO.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dusk
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	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	225°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	13° C
Precipitation and Obscuration:			
Departure Point:	BRAZIL, IN (012)	Type of Flight Plan Filed:	None
Destination:	FRENCH LICK, IN (FRH)	Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Restricted Area

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):	MARK E DOUB	Report Date:	04/14/1989
Additional Participating Persons:			
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 pubinquiry@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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).