



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	CRANE, IN	<b>Accident Number:</b>	CHI88LA071
<b>Date &amp; Time:</b>	03/01/1988, 1904 EST	<b>Registration:</b>	N66452
<b>Aircraft:</b>	CESSNA 150M	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	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

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)

## Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	35
<b>Airplane Rating(s):</b>	None	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N66452
<b>Model/Series:</b>	150M 150M	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	WASHINGTON AERONAUTICS CO.	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-200-A
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Dusk
<b>Observation Facility, Elevation:</b>	, 0 ft msl	<b>Weather Information Source:</b>	Pilot
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	5 knots / , 225°
<b>Temperature:</b>	13° C	<b>Visibility</b>	15 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	BRAZIL, IN (012)	<b>Destination:</b>	FRENCH LICK, IN (FRH)

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

<b>Investigator In Charge (IIC):</b>	MARK E DOUB	<b>Adopted Date:</b>	04/14/1989
<b>Investigation Docket:</b>	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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