



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	EVANSTON, WY	<b>Accident Number:</b>	DEN89LA081
<b>Date &amp; Time:</b>	03/01/1989, 1050 MST	<b>Registration:</b>	N11009
<b>Aircraft:</b>	CESSNA 150	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None

**Flight Conducted Under:** Part 91: General Aviation - Personal

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## Analysis

THE UK CERTIFIED PRIVATE PLT WAS FLYING A CROSS COUNTRY FLIGHT WITH HIS UK PRIVATE RATED PASSENGER. ON FINAL APPROACH TO RWY 23, THE PLT ADDED POWER TO ADJUST HIS RATE OF DESCENT. HE ADDED FULL POWER TO NO AVAIL, AND THE RATE OF DESCENT WAS STILL TOO RAPID. THE PLT SAID HE PREPARED FOR AN OFF AIRPORT LANDING. THE PLANE UNDERSHOT THE RWY AND IMPACTED WITH SNOW COVERED TERRAIN, 300 FT SHORT OF RWY 23. THE NOSE GEAR COLLAPSED AND THE WINGS WERE BENT, THE PLANE CAME TO REST 150 FT SHORT OF THE RWY.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE FAILURE OF THE PILOT TO MAINTAIN THE PROPER DESCENT RATE ON FINAL APPROACH WHICH RESULTED IN A LANDING SHORT OF THE RUNWAY.

## Findings

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### Occurrence #1: UNDERSHOOT

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

#### Findings

1. (C) PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND

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### Occurrence #2: GEAR COLLAPSED

Phase of Operation: TAKEOFF

#### Findings

2. (F) TERRAIN CONDITION - ROUGH/UNEVEN

3. (F) TERRAIN CONDITION - SNOW COVERED

## Factual Information

### Pilot Information

<b>Certificate:</b>	Foreign; Private	<b>Age:</b>	25, 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, Shoulder harness
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	Yes
<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>	01/12/1988
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	91 hours (Total, all aircraft), 12 hours (Total, this make and model), 27 hours (Pilot In Command, all aircraft), 31 hours (Last 90 days, all aircraft), 22 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N11009
<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; Utility	<b>Serial Number:</b>	15075193
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	02/13/1989, 100 Hour	<b>Certified Max Gross Wt.:</b>	1500 lbs
<b>Time Since Last Inspection:</b>	49 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	6949 Hours	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-200-A
<b>Registered Owner:</b>	HAWKER, BART D.	<b>Rated Power:</b>	100 hp
<b>Operator:</b>	DEBRON AIR, 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:	EVW, 7140 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	1054 MST	Direction from Accident Site:	230°
Lowest Cloud Condition:	Scattered / 9000 ft agl	Visibility	50 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	11 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	-1° C / -8° C
Precipitation and Obscuration:			
Departure Point:	WEST JORDAN, UT (U42)	Type of Flight Plan Filed:	VFR
Destination:	(EVW)	Type of Clearance:	None
Departure Time:	0940 MST	Type of Airspace:	Class G

## Airport Information

Airport:	EVANSTON (EVW)	Runway Surface Type:	Asphalt
Airport Elevation:	7140 ft	Runway Surface Condition:	Snow-crusted
Runway Used:	23	IFR Approach:	None
Runway Length/Width:	7300 ft / 100 ft	VFR Approach/Landing:	Traffic Pattern

## 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):	ROBERT B COLLINS	Report Date:	05/22/1990
Additional Participating Persons:	DAVE PARSLEY; SALT LAKE CITY, UT		
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](#).