



National Transportation Safety Board Aviation Accident Data Summary

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|--------------------------------|--------------------------------------|-------------------------|------------|
| Location: | EVANSTON, WY | Accident Number: | DEN89LA081 |
| Date & Time: | 03/01/1989, 1050 MST | Registration: | N11009 |
| Aircraft: | CESSNA 150 | Injuries: | 2 None |
| Flight Conducted Under: | Part 91: General Aviation - Personal | | |

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

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

Occurrence #1: UNDERSHOOT
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

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

Occurrence #2: GEAR COLLAPSED
Phase of Operation: TAKEOFF

Findings
2. (F) TERRAIN CONDITION - ROUGH/UNEVEN
3. (F) TERRAIN CONDITION - SNOW COVERED

Pilot Information

| | | | |
|----------------------------------|---|------------------------------|------|
| Certificate: | Foreign; Private | Age: | 25 |
| Airplane Rating(s): | Single-engine Land | Instrument Rating(s): | None |
| Other Aircraft Rating(s): | None | Instructor Rating(s): | None |
| Flight Time: | 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

| | | | |
|---------------------------------------|--------------------------------------|-----------------------------|-----------------|
| Aircraft Make: | CESSNA | Registration: | N11009 |
| Model/Series: | 150 150 | Engines: | 1 Reciprocating |
| Operator: | DEBRON AIR, INC. | Engine Manufacturer: | CONTINENTAL |
| Operating Certificate(s) Held: | None | Engine Model/Series: | O-200-A |
| Flight Conducted Under: | Part 91: General Aviation - Personal | | |

Meteorological Information and Flight Plan

| | | | |
|---|-----------------------|-------------------------------------|------------------------------|
| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Day |
| Observation Facility, Elevation: | EVW, 7140 ft msl | Weather Information Source: | Weather Observation Facility |
| Lowest Ceiling: | None / 0 ft agl | Wind Speed/Gusts, Direction: | 11 knots / , 230° |
| Temperature: | -1 °C | Visibility | 50 Miles |
| Precipitation and Obscuration: | | | |
| Departure Point: | WEST JORDAN, UT (U42) | Destination: | (EVW) |

Airport Information

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|-----------------------------|------------------|----------------------------------|--------------|
| Airport: | EVANSTON (EVW) | Runway Surface Type: | Asphalt |
| Runway Used: | 23 | Runway Surface Condition: | Snow-crusted |
| Runway Length/Width: | 7300 ft / 100 ft | | |

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): ROBERT B COLLINS Adopted Date: 05/22/1990

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 pubinq@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.