



National Transportation Safety Board Aviation Accident Final Report

Location:	CROOKSTON, MN	Accident Number:	MKC89LA069
Date & Time:	03/01/1989, 1615 CST	Registration:	N5329B
Aircraft:	CESSNA 152	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

THE STUDENT PILOT SAID THAT AFTER PERFORMING 4 OR 5 TOUCH AND GOES WITH THE INSTRUCTOR ONBOARD, THE CFI DEPLANNED AND SIGNED THE STUDENT OFF FOR FIRST SOLO FLIGHT. THE FIRST LANDING WAS ACCOMPLISHED WITHOUT INCIDENT, BUT ON THE SECOND LANDING, DIRECTIONAL CONTROL WAS LOST, AND THE ACFT VEERED OFF THE RUNWAY INTO DEEPER SNOW AND NOSED OVER. THE RUNWAY HAD BEEN PLOWED, BUT WAS STILL COVERED WITH PATCHES OF ICE AND SNOW. THE PLT SAID THE RUNWAY SURFACE WAS QUITE ROUGH IN PLACES.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO MAINTAIN CONTROL OF THE AIRPLANE DURING THE LANDING ROLL. CONTRIBUTING TO THE ACCIDENT WAS THE ICY/SNOW COVERED RUNWAY.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: LANDING - ROLL

Findings

1. (F) TERRAIN CONDITION - ICY
2. (F) TERRAIN CONDITION - SNOW COVERED
3. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ROLL

Occurrence #3: NOSE OVER

Phase of Operation: LANDING - ROLL

Findings

4. TERRAIN CONDITION - SNOWBANK

Factual Information

Pilot Information

Certificate:	Student	Age:	24, Male
Airplane Rating(s):	Single-engine Land	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:	08/12/1988
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	16 hours (Total, all aircraft), 16 hours (Total, this make and model), 1 hours (Pilot In Command, all aircraft), 16 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N5329B
Model/Series:	152 152	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Utility	Serial Number:	15283837
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	01/15/1989, 100 Hour	Certified Max Gross Wt.:	1670 lbs
Time Since Last Inspection:	97 Hours	Engines:	1 Reciprocating
Airframe Total Time:	4318 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-235-N2C
Registered Owner:	HAMMOND, GEORGE R.	Rated Power:	110 hp
Operator:	UNIVERSITY OF NORTH DAKOTA	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	AXN, 1425 ft msl	Distance from Accident Site:	100 Nautical Miles
Observation Time:	1550 CST	Direction from Accident Site:	120°
Lowest Cloud Condition:	Thin Broken / 25000 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	14 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	320°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-16°C / -13°C
Precipitation and Obscuration:			
Departure Point:	GRAND FORKS, ND (GFK)	Type of Flight Plan Filed:	None
Destination:	CROOKSTON, MN (CKN)	Type of Clearance:	None
Departure Time:	1545 CST	Type of Airspace:	Class G

Airport Information

Airport:	CROOKSTON (CKN)	Runway Surface Type:	Asphalt
Airport Elevation:	899 ft	Runway Surface Condition:	Snow--compacted
Runway Used:	31	IFR Approach:	None
Runway Length/Width:	3502 ft / 75 ft	VFR Approach/Landing:	Touch and Go

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):	JOHN R HRUBAN	Report Date:	09/28/1990
Additional Participating Persons:	TERRY ZEIDLER		
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 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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).