



National Transportation Safety Board Aviation Accident Data Summary

Location:	CROOKSTON, MN	Accident Number:	MKC89LA069
Date & Time:	03/01/1989, 1615 CST	Registration:	N5329B
Aircraft:	CESSNA 152	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

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

Pilot Information

Certificate:	Student	Age:	24
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
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	Engines:	1 Reciprocating
Operator:	UNIVERSITY OF NORTH DAKOTA	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	O-235-N2C
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	AXN, 1425 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	14 knots / , 320°
Temperature:	-16 °C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	GRAND FORKS, ND (GFK)	Destination:	CROOKSTON, MN (CKN)

Airport Information

Airport:	CROOKSTON (CKN)	Runway Surface Type:	Asphalt
Runway Used:	31	Runway Surface Condition:	Snow--compacted
Runway Length/Width:	3502 ft / 75 ft		

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): JOHN R HRUBAN Adopted Date: 09/28/1990

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.