



National Transportation Safety Board Aviation Accident Final Report

Location:	BUFFALO, MN	Accident Number:	MKC89LA101
Date & Time:	05/02/1989, 1700 CDT	Registration:	N6436P
Aircraft:	CESSNA 152	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

THE STUDENT PLT SAID THAT WHILE PRACTICING TAKE-OFFS & LANDINGS IN LIGHT X-WIND CONDITIONS, HE DID NOT MAINTAIN RUNWAY ALIGNMENT DURING THE 2ND LANDING. HE OVER-CORRECTED, FAILED TO REDUCE POWER TO IDLE, THEN APPLIED BRAKES. HE SAID HE PANICKED & DECIDED TO 'RIDE IT OUT' RATHER THAN MAKE A GO-AROUND. SUBSEQUENTLY, THE ACFT WENT OFF THE RWY, CROSSED A DITCH & STOPPED WITH THE NOSE GEAR COLLAPSED.

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 DIRECTIONAL CONTROL. FACTORS RELATED TO THE ACCIDENT WERE: THE CROSSWIND, THE PILOT'S IMPROPER COMPENSATION FOR WIND CONDITIONS, HIS IMPROPER USE OF THE THROTTLE, AND THE DITCH.

Findings

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

Phase of Operation: LANDING - ROLL

Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (F) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. (F) THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
4. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Findings

6. (F) TERRAIN CONDITION - DITCH

Factual Information

Pilot Information

Certificate:	Student	Age:	43, 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--no waivers/lim.	Last FAA Medical Exam:	11/08/1988
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	31 hours (Total, all aircraft), 15 hours (Total, this make and model), 2 hours (Pilot In Command, all aircraft), 7 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N6436P
Model/Series:	152 152	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal; Utility	Serial Number:	15285013
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	04/20/1989, Annual	Certified Max Gross Wt.:	1670 lbs
Time Since Last Inspection:	23 Hours	Engines:	1 Reciprocating
Airframe Total Time:	4621 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-235-L2C
Registered Owner:	MARSH, TERRY S.	Rated Power:	110 hp
Operator:	MARSH, TERRY S.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MSP, 841 ft msl	Distance from Accident Site:	32 Nautical Miles
Observation Time:	1652 CDT	Direction from Accident Site:	140°
Lowest Cloud Condition:	Scattered / 9500 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	330°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	15° C / -3° C
Precipitation and Obscuration:			
Departure Point:	BUFFALO, MN (8Y2)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1645 ODT	Type of Airspace:	Class G

Airport Information

Airport:	BUFFALO (8Y2)	Runway Surface Type:	Asphalt
Airport Elevation:	966 ft	Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	2600 ft / 60 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:	06/28/1991
Additional Participating Persons:	VANCE HARRIS		
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/ .		

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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](#).