



National Transportation Safety Board Aviation Accident Data Summary

Location:	BUFFALO, MN	Accident Number:	MKC89LA101
Date & Time:	05/02/1989, 1700 CDT	Registration:	N6436P
Aircraft:	CESSNA 152	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

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

Pilot Information

Certificate:	Student	Age:	43
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
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	Engines:	1 Reciprocating
Operator:	MARSH, TERRY S.	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	O-235-L2C
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:	MSP, 841 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	6 knots / , 330°
Temperature:	15°C	Visibility	15 Miles
Precipitation and Obscuration:			
Departure Point:	BUFFALO, MN (8Y2)	Destination:	

Airport Information

Airport:	BUFFALO (8Y2)	Runway Surface Type:	Asphalt
Runway Used:	17	Runway Surface Condition:	Dry
Runway Length/Width:	2600 ft / 60 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: 06/28/1991

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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