



National Transportation Safety Board Aviation Accident Final Report

Location:	PAWNEE CITY, NE	Accident Number:	MKC85FA042
Date & Time:	01/02/1985, 1430 CST	Registration:	N7138F
Aircraft:	CESSNA 150F	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Fatal, 1 Serious
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

PLT AND PASSENGER DEPARTED TO FLY OVER A GROUP OF FRIENDS WHO WERE ON A COYOTE HUNT. WITNESS STATED THE ACFT APPROACHED FROM THE NE APRX 300 FT AGL. ACFT THEN MADE A LEFT CRCLING TURN AND WAS DESCRIBED AS FLYING VERY SLOW. AFTER COMPLETING APRX 360 DEGREES OF TURN, THE ACFT'S SPEED REDUCED AND IT ROLLED FROM SIDE TO SIDE BEFORE CONTACTING THE GROUND.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: MANEUVERING

Findings

1. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. (F) ALTITUDE - INADEQUATE - PILOT IN COMMAND
 3. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 4. STALL - INADVERTENT - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

5. TERRAIN CONDITION - GROUND

Factual Information

Pilot Information

Certificate:	Private	Age:	32, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
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:	10/26/1984
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	492 hours (Total, all aircraft), 202 hours (Total, this make and model), 476 hours (Pilot In Command, all aircraft), 9 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N7138F
Model/Series:	150F 150F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	15063738
Landing Gear Type:	Tricycle	Seats:	3
Date/Type of Last Inspection:	02/13/1984, Annual	Certified Max Gross Wt.:	1600 lbs
Time Since Last Inspection:	26 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3522 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-200
Registered Owner:	GREG A. KRUEGER	Rated Power:	100 hp
Operator:	GREG A. KRUEGER	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	LKN, 1214 ft msl	Distance from Accident Site:	45 Nautical Miles
Observation Time:	1451 CST	Direction from Accident Site:	315°
Lowest Cloud Condition:	Scattered / 12000 ft agl	Visibility	20 Miles
Lowest Ceiling:	Broken / 25000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-1° C / -10° C
Precipitation and Obscuration:			
Departure Point:	TECUMSEH, NE (NE21)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1330 CST	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	1 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal, 1 Serious	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	JAMES A WALL	Report Date:	
Additional Participating Persons:	AL HUGHES; LINCOLN, NE		
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 pubinquiry@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](#).