



National Transportation Safety Board Aviation Accident Final Report

Location:	OLATHE, KS	Accident Number:	MKC85LA053
Date & Time:	02/01/1985, 1325 CST	Registration:	N4781A
Aircraft:	CESSNA A152	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

THE ACFT COLLIDED WITH A SNOW BANK ON THE LEFT SIDE OF THE RWY FOLLOWING A LOSS OF DIRECTIONAL CONTROL DURING A TOUCH AND GO LANDING. THE PLT STATED CONTROL OF THE ACFT WAS LOST WHEN HE ATTEMPTED TO RECONFIGURE THE ACFT FOR THE TAKEOFF PORTION OF THE TOUCH AND GO.

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 - ON GROUND/WATER
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (F) DIVERTED ATTENTION - PILOT IN COMMAND
3. (F) LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

4. TERRAIN CONDITION - SNOWBANK

Factual Information

Pilot Information

Certificate:	Student	Age:	20, Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
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:	12/03/1984
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	20 hours (Total, all aircraft), 20 hours (Total, this make and model), 1 hours (Pilot In Command, all aircraft), 16 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N4781A
Model/Series:	A152 A152	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Aerobatic	Serial Number:	A1520890
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	11/01/1984, Annual	Certified Max Gross Wt.:	1670 lbs
Time Since Last Inspection:	92 Hours	Engines:	1 Reciprocating
Airframe Total Time:	392 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-235-L2C
Registered Owner:		Rated Power:	110 hp
Operator:	GULF COAST TRACOR, INC.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	320°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-1 °C
Precipitation and Obscuration:			
Departure Point:	GRANDVIEW, MO (GVW)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1300 CST	Type of Airspace:	Class D

Airport Information

Airport:	JOHNSON COUNTY EXECUTIVE (OJC)	Runway Surface Type:	Asphalt
Airport Elevation:	1096 ft	Runway Surface Condition:	Snow--dry
Runway Used:	35	IFR Approach:	None
Runway Length/Width:	4100 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):	ROBERT D JOHNSON	Report Date:	
Additional Participating Persons:	CYNTHIA BOWMAN		
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](#).