



# National Transportation Safety Board Aviation Accident Final Report

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|                                |                                      |                         |                 |
|--------------------------------|--------------------------------------|-------------------------|-----------------|
| <b>Location:</b>               | NEWTON, KS                           | <b>Accident Number:</b> | MKC83LA099      |
| <b>Date &amp; Time:</b>        | 05/01/1983, 1315 CDT                 | <b>Registration:</b>    | N5533R          |
| <b>Aircraft:</b>               | CESSNA 172RG                         | <b>Aircraft Damage:</b> | Substantial     |
| <b>Defining Event:</b>         |                                      | <b>Injuries:</b>        | 1 Minor, 3 None |
| <b>Flight Conducted Under:</b> | Part 91: General Aviation - Personal |                         |                 |

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## Analysis

THE AIRCRAFT CRASHED ALONGSIDE THE RUNWAY DURING AN ATTEMPTED GO-AROUND. THE RUNWAY IN USE WAS 17 AND THE WIND WAS FROM 250 DEGREES AT 15 KTS GUSTING TO 24 KTS. THE PILOT STATED HE COULD NOT GET ALIGNED WITH THE RUNWAY SO HE RETRACTED THE LANDING GEAR AND STARTED A GO-AROUND. THE ACFT WOULD NOT CLIMB OUT OF GROUND EFFECT AND SETTLED BACK TO THE GROUND 100 FEET OFF THE SIDE OF THE RUNWAY. AFTER SKIDDING 100 TO 150 FEET THE WIND LIFTED THE WING AND THE ACFT WENT OVER ON ITS BACK

## Probable Cause and Findings

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

## Findings

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Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

1. (F) WEATHER CONDITION - CROSSWIND
  2. (F) WEATHER CONDITION - GUSTS
  3. (F) WEATHER CONDITION - UNFAVORABLE WIND
  4. (C) PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: GO-AROUND (VFR)

### Findings

5. (C) STALL/MUSH - INADVERTENT - PILOT IN COMMAND
  6. (C) GEAR RETRACTION - PREMATURE - PILOT IN COMMAND
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Occurrence #3: NOSE OVER  
Phase of Operation: GO-AROUND (VFR)

## Factual Information

### Pilot Information

|                                  |  |  |            |
|----------------------------------|--|--|------------|
| <b>Certificate:</b>              | Flight Instructor; Commercial  | <b>Age:</b>                              | 22, Male   |
| <b>Airplane Rating(s):</b>       | Multi-engine Land; Single-engine Land  | <b>Seat Occupied:</b>                    | Left       |
| <b>Other Aircraft Rating(s):</b> |  | <b>Restraint Used:</b>                   | Seatbelt   |
| <b>Instrument Rating(s):</b>     | None   | <b>Second Pilot Present:</b>             | No         |
| <b>Instructor Rating(s):</b>     | Airplane Single-engine   | <b>Toxicology Performed:</b>             |            |
| <b>Medical Certification:</b>    | Class 2 Valid Medical--no waivers/lim.   | <b>Last FAA Medical Exam:</b>            | 04/04/1983 |
| <b>Occupational Pilot:</b>       |  | <b>Last Flight Review or Equivalent:</b> |            |
| <b>Flight Time:</b>              | 612 hours (Total, all aircraft), 57 hours (Total, this make and model), 581 hours (Pilot In Command, all aircraft), 84 hours (Last 90 days, all aircraft), 4 hours (Last 24 hours, all aircraft) |  |            |

### Aircraft and Owner/Operator Information

|                                      |                          |                                       |                 |
|--------------------------------------|--------------------------|---------------------------------------|-----------------|
| <b>Aircraft Make:</b>                | CESSNA                   | <b>Registration:</b>                  | N5533R          |
| <b>Model/Series:</b>                 | 172RG 172RG              | <b>Aircraft Category:</b>             | Airplane        |
| <b>Year of Manufacture:</b>          |                          | <b>Amateur Built:</b>                 | No              |
| <b>Airworthiness Certificate:</b>    | Normal                   | <b>Serial Number:</b>                 | 172RG0072       |
| <b>Landing Gear Type:</b>            | Retractable - Tricycle   | <b>Seats:</b>                         | 4               |
| <b>Date/Type of Last Inspection:</b> | 10/15/1982, 100 Hour     | <b>Certified Max Gross Wt.:</b>       | 2200 lbs        |
| <b>Time Since Last Inspection:</b>   | 81 Hours                 | <b>Engines:</b>                       | 1 Reciprocating |
| <b>Airframe Total Time:</b>          | 1782 Hours               | <b>Engine Manufacturer:</b>           | LYCOMING        |
| <b>ELT:</b>                          | Installed, activated     | <b>Engine Model/Series:</b>           | 10-360-FIG      |
| <b>Registered Owner:</b>             | AIRCRAFT LEASING INC.    | <b>Rated Power:</b>                   | 180 hp          |
| <b>Operator:</b>                     | HESSTON COLLEGE AVIATION | <b>Operating Certificate(s) Held:</b> | 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:          | Scattered / 6000 ft agl | Visibility                              | 20 Miles         |
| Lowest Ceiling:                  | None / 0 ft agl         | Visibility (RVR):                       | 0 ft             |
| Wind Speed/Gusts:                | 15 knots / 24 knots     | Turbulence Type<br>Forecast/Actual:     | /                |
| Wind Direction:                  | 250°                    | Turbulence Severity<br>Forecast/Actual: | /                |
| Altimeter Setting:               |                         | Temperature/Dew Point:                  | 22° C / -18° C   |
| Precipitation and Obscuration:   |                         |   |                  |
| Departure Point:                 | GRAND ISLAND, NE (GRI)  | Type of Flight Plan Filed:              | IFR              |
| Destination:                     |                         | Type of Clearance:                      | None             |
| Departure Time:                  | 1140 CDT                | Type of Airspace:                       | Class D          |

## Airport Information

|                      |                          |                           |             |
|----------------------|--------------------------|---------------------------|-------------|
| Airport:             | NEWTON-CITY-COUNTY (EWK) | Runway Surface Type:      | Asphalt     |
| Airport Elevation:   | 1527 ft                  | Runway Surface Condition: | Dry         |
| Runway Used:         | 17                       | IFR Approach:             | None        |
| Runway Length/Width: | 7000 ft / 100 ft         | VFR Approach/Landing:     | Straight-in |

## Wreckage and Impact Information

|                     |                 |                      |             |
|---------------------|-----------------|----------------------|-------------|
| Crew Injuries:      | 1 None          | Aircraft Damage:     | Substantial |
| Passenger Injuries: | 1 Minor, 2 None | Aircraft Fire:       | None        |
| Ground Injuries:    | N/A             | Aircraft Explosion:  | None        |
| Total Injuries:     | 1 Minor, 3 None | Latitude, Longitude: |             |

## Administrative Information

|                                   |  |              |  |
|-----------------------------------|--|--------------|--|
| Investigator In Charge (IIC):     | E ROTH   | Report Date: |  |
| Additional Participating Persons: |  |              |  |
| 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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> . |              |  |

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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](#).