



# National Transportation Safety Board Aviation Accident Data Summary

<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>Injuries:</b>	1 Minor, 3 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## 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

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: 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

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

Occurrence #3: NOSE OVER  
Phase of Operation: GO-AROUND (VFR)

## Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	22
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>		<b>Instructor Rating(s):</b>	Airplane Single-engine
<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>Engines:</b>	1 Reciprocating
<b>Operator:</b>	HESSTON COLLEGE AVIATION	<b>Engine Manufacturer:</b>	LYCOMING
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	10-360-FIG
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	, 0 ft msl	<b>Weather Information Source:</b>	Pilot
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	15 knots / 24 knots, 250°
<b>Temperature:</b>	22° C	<b>Visibility</b>	20 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	GRAND ISLAND, NE (GRI)	<b>Destination:</b>	

## Airport Information

<b>Airport:</b>	NEWTON-CITY-COUNTY (EWK)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	17	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	7000 ft / 100 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Minor, 2 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

Investigator In Charge (IIC): E ROTH

Adopted 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](mailto: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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