



National Transportation Safety Board Aviation Accident Final Report

Location:	HALSTAD, MN	Accident Number:	CHI83LA405
Date & Time:	09/01/1983, 0800 CDT	Registration:	N6826G
Aircraft:	CESSNA 150L	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE ACFT LANDED LONG AND COLLIDED WITH AN EMBANKMENT AT A PRIVATE FARM STRIP. THE PILOT STATED HE LANDED ON RWY 35 AND THE WIND WAS FROM 170 DEGREES AT 5-10 KTS.

Probable Cause and Findings

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

Findings

Occurrence #1: OVERRUN
Phase of Operation: LANDING - ROLL

Findings

1. (F) WEATHER CONDITION - TAILWIND
2. (C) WRONG RUNWAY - SELECTED - PILOT IN COMMAND
3. (C) WIND INFORMATION - NOT IDENTIFIED - PILOT IN COMMAND
4. (C) PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND

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

Findings

5. (F) TERRAIN CONDITION - DIRT BANK/RISING EMBANKMENT

Factual Information

Pilot Information

Certificate:	Commercial	Age:	32, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	05/04/1983
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	515 hours (Total, all aircraft), 241 hours (Total, this make and model), 411 hours (Pilot In Command, all aircraft), 243 hours (Last 90 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N6826G
Model/Series:	150L 150L	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	15072328
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	12/03/1982, Annual	Certified Max Gross Wt.:	1670 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	4169 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	O-200
Registered Owner:	ROBERT J. KRAG	Rated Power:	100 hp
Operator:	ROBERT J. KRAG	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:	5 knots / 8 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	21 °C
Precipitation and Obscuration:			
Departure Point:	FARGO, ND (FAR)	Type of Flight Plan Filed:	None
Destination:	HALSTAD, MN (Y61)	Type of Clearance:	None
Departure Time:	0730 CDT	Type of Airspace:	Class G

Airport Information

Airport:	WIESE FARM (Y61)	Runway Surface Type:	Grass/turf
Airport Elevation:	900 ft	Runway Surface Condition:	Wet
Runway Used:	35	IFR Approach:	None
Runway Length/Width:	2500 ft / 50 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	GEORGE H SEIDLEIN	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 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](#).