



National Transportation Safety Board Aviation Accident Final Report

Location:	Logan, UT	Accident Number:	DEN01LA061
Date & Time:	03/03/2001, 1245 MST	Registration:	N152RC
Aircraft:	Cessna 152	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

This was the student pilot's first solo flight. The first two landings on runway 35 had been accomplished without incident. The approach for a third landing had to be abandoned because there was an airplane still on the runway. The next approach resulted in a normal landing but during the rollout, the airplane raised up on its left main landing wheel. "I couldn't control the plane," the pilot wrote. The airplane veered "very hard" to the left into a snow bank. Winds recorded 6 minutes after the accident were from 240 degrees at 6 knots. This would present the pilot with slightly less than a 6 knot left crosswind component and a 2 knot tailwind component.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain directional control of the airplane during landing.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

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

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

Findings

3. (F) TERRAIN CONDITION - SNOWBANK

Factual Information

On March 3, 2001, approximately 1245 mountain standard time, N152RC, a Cessna 152, owned and operated by Utah State University, was substantially damaged when it collided with terrain during landing on runway 30 at Logan-Cache Airport, Logan, Utah. The student pilot, the only occupant aboard, was not injured. Visual meteorological conditions prevailed, and no flight plan had been filed for the instructional flight being conducted under Title 14 CFR Part 91. The flight originated at Logan at 1230.

This was the student pilot's first solo flight. He said that the first two landings had been accomplished without incident. His approach for the third landing was abandoned because there was an airplane still on the runway. The next approach resulted in a normal landing but during the rollout, the airplane raised up on its left main landing wheel. "I couldn't control the plane," the pilot wrote. The airplane veered "very hard" to the left into a snow bank.

Winds recorded 6 minutes after the accident were from 240 degrees at 6 knots. This would present the pilot with slightly less than a 6 knot LEFT crosswind component and a 2 knot tailwind component.

Pilot Information

Certificate:	Student	Age:	19, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	03/01/2001
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	12 hours (Total, all aircraft), 12 hours (Total, this make and model), 12 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N152RC
Model/Series:	152	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	15282736
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	12/14/2000, Annual	Certified Max Gross Wt.:	1670 lbs
Time Since Last Inspection:	89 Hours	Engines:	1 Reciprocating
Airframe Total Time:	7297 Hours as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-235-L2C
Registered Owner:	Utah State University	Rated Power:	110 hp
Operator:	Utah State University	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	LGU, 4454 ft msl	Distance from Accident Site:	
Observation Time:	1251 MST	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.95 inches Hg	Temperature/Dew Point:	0°C / -3°C
Precipitation and Obscuration:			
Departure Point:	Logan, UT (LGU)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1230 MST	Type of Airspace:	Class G

Airport Information

Airport:	Logan-Cache (LGU)	Runway Surface Type:	Asphalt
Airport Elevation:	4454 ft	Runway Surface Condition:	Dry
Runway Used:	35	IFR Approach:	None
Runway Length/Width:	5931 ft / 100 ft	VFR Approach/Landing:	Full Stop

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):	Arnold W Scott	Report Date:	07/30/2001
Additional Participating Persons:	Tom R Dufresne; FAA Flight Standards District Office; Salt Lake City, UT		
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.ntsbt.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](#).