



National Transportation Safety Board Aviation Accident Final Report

Location:	CHARLOTTE, MI	Accident Number:	CHI82DA020
Date & Time:	01/02/1982, 1530 EST	Registration:	N1549Q
Aircraft:	CESSNA 150L	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

AFTER RETURNING TO THE AIRPORT, THE PILOT USED FULL FLAPS DURING A CROSSWIND LANDING. THE WIND WAS FROM 090 DEGREES, GUSTING 20 TO 25 KNOTS. THE PILOT STATED THAT HE ADDED POWER WHEN THE AIRCRAFT STALLED AT ABOUT 10 FT AGL. THE PLANE TOUCHED DOWN IN SNOW ABOUT 75 FT SHORT OF THE RUNWAY. THE AIRCRAFT STRUCK A BERM OF SNOW, THE NOSE GEAR COLLAPSED, AND THE PLANE OVERTURNED.

Probable Cause and Findings

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

Findings

Occurrence #1: UNDERSHOOT

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (F) WEATHER CONDITION - UNFAVORABLE WIND
2. (F) WEATHER CONDITION - CROSSWIND
3. (F) WEATHER CONDITION - GUSTS
4. (F) LOWERING OF FLAPS - IMPROPER - PILOT IN COMMAND
5. (C) DISTANCE - MISJUDGED - PILOT IN COMMAND
6. (C) AIRSPEED - MISJUDGED - PILOT IN COMMAND
7. (C) ALTITUDE - MISJUDGED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Findings

8. (F) TERRAIN CONDITION - SNOWBANK

Occurrence #3: NOSE GEAR COLLAPSED

Phase of Operation: LANDING - ROLL

Findings

9. LANDING GEAR, NOSE GEAR - OVERLOAD

Occurrence #4: NOSE OVER

Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

Certificate:	Private	Age:	28, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	01/23/1980
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	312 hours (Total, all aircraft), 275 hours (Total, this make and model), 283 hours (Pilot In Command, all aircraft), 14 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N1549Q
Model/Series:	150L 150L	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	150 72849
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1600 lbs
Time Since Last Inspection:	273 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3931 Hours	Engine Manufacturer:	CONTINENTAL
ELT:		Engine Model/Series:	O-200-A
Registered Owner:	JAMES T BALGOYEN	Rated Power:	100 hp
Operator:	JAMES T BALGOYEN	Operating Certificate(s) Held:	

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:	Unknown / 0 ft agl	Visibility	30 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	20° C / 0° C
Precipitation and Obscuration:			
Departure Point:	CHARLOTTE, MI (49G)	Type of Flight Plan Filed:	None
Destination:	CHARLOTTE, MI (49G)	Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	

Airport Information

Airport:	TINKERBELL (49G)	Runway Surface Type:	Grass/turf
Airport Elevation:	0 ft	Runway Surface Condition:	Snow--compacted
Runway Used:	36	IFR Approach:	
Runway Length/Width:	2600 ft / 100 ft	VFR Approach/Landing:	Traffic Pattern

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):		Report Date:	01/02/1983
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](#).