



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	CHARLOTTE, MI	<b>Accident Number:</b>	CHI82DA020
<b>Date &amp; Time:</b>	01/02/1982, 1530 EST	<b>Registration:</b>	N1549Q
<b>Aircraft:</b>	CESSNA 150L	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	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

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

## Pilot Information

Certificate:	Private	Age:	28
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):		Instructor Rating(s):	None
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	Engines:	1 Reciprocating
Operator:	JAMES T BALGOYEN	Engine Manufacturer:	CONTINENTAL
Operating Certificate(s) Held:		Engine Model/Series:	O-200-A
Flight Conducted Under:	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Unknown
Lowest Ceiling:	Unknown / 0 ft agl	Wind Speed/Gusts, Direction:	12 knots / , 90°
Temperature:	20° C	Visibility	30 Miles
Precipitation and Obscuration:			
Departure Point:	CHARLOTTE, MI (49G)	Destination:	CHARLOTTE, MI (49G)

## Airport Information

Airport:	TINKERBELL (49G)	Runway Surface Type:	Grass/turf
Runway Used:	36	Runway Surface Condition:	Snow--compacted
Runway Length/Width:	2600 ft / 100 ft		

## 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
Latitude, Longitude:			

## Administrative Information

Investigator In Charge (IIC):

Adopted Date: 01/02/1983

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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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.

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