



# National Transportation Safety Board Aviation Accident Final Report

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|                                |   |                         |             |
|--------------------------------|---|-------------------------|-------------|
| <b>Location:</b>               | Naples, ME                                | <b>Accident Number:</b> | ERA13LA151  |
| <b>Date &amp; Time:</b>        | 03/02/2013, 1045 EST                      | <b>Registration:</b>    | N3438J      |
| <b>Aircraft:</b>               | CESSNA 150                                | <b>Aircraft Damage:</b> | Substantial |
| <b>Defining Event:</b>         | Nose over/nose down                       | <b>Injuries:</b>        | 1 None      |
| <b>Flight Conducted Under:</b> | Part 91: General Aviation - Instructional |                         |             |

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## Analysis

For the solo instructional flight, the student pilot had obtained an endorsement from his flight instructor to fly from the departure airport to the destination airport. During the flight, the student pilot decided to make an unauthorized stop and land on a frozen lake to visit a friend. Upon touchdown on the lake, which was covered in a layer of slush and snow, the nose landing gear collapsed and the airplane nosed over, resulting in substantial damage to the engine firewall.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The student pilot's improper decision to land on a frozen lake.

## Findings

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|                             |   |
|-----------------------------|---|
| <b>Personnel issues</b>     | Decision making/judgment - Student pilot (Cause)  |
| <b>Environmental issues</b> | Snowy/icy terrain - Decision related to condition |

## Factual Information

On March 2, 2013, approximately 1045 eastern standard time, a Cessna 150G, N3438J, was substantially damaged during landing on Long Lake in Naples, Maine. The certificated student pilot was not injured. Visual meteorological conditions prevailed, and no flight plan was filed for the instructional flight, which departed Eastern Slopes Regional Airport (IZG), Fryeburg, Maine, and was destined for Limington-Harmon Airport (63B), Limington, Maine. The flight was operated under the provisions of Title 14 Code of Federal Regulations Part 91.

The pilot reported in the NTSB Pilot/Operator Aircraft Accident Report Form that he was practicing maneuvers at 2,500 feet before descending the airplane to 700 feet over the frozen lake. He applied engine power to climb the airplane back to a higher altitude, but when the engine “would not respond,” the pilot believed there was carburetor ice present, and conducted a forced landing to the lake. During the landing roll, the airplane traveled about 150 feet in a 12-inch-thick layer of snow and slush before the nose landing gear collapsed and bent aft, resulting in substantial damage to the engine firewall. The airplane came to rest approximately 250 yards from the south shore of the lake.

A Federal Aviation Administration inspector responded to the accident scene, and spoke with the pilot immediately following the accident. The pilot stated to the inspector that he had intended to land on the lake in order to visit with a friend, and reported no mechanical anomalies with the airplane. He further stated that his certificated flight instructor had given him an endorsement for the flight between IZG and 63B, but had not provided an endorsement for landing on the lake.

The pilot held a student pilot certificate and reported 45 total hours of flight experience, of which 26 hours were in the accident airplane make and model.

The 1054 weather observation at IZG, located approximately 13 miles southwest of the accident site, included winds from 10 degrees at 10 knots, 10 miles visibility, broken clouds at 3,700 feet, temperature 4 degrees C, dew point 4 degrees C, and an altimeter setting of 29.62 inches of mercury.

## History of Flight

|                         |                                      |
|-------------------------|--------------------------------------|
| Landing-flare/touchdown | Landing gear collapse                |
| Landing-landing roll    | Nose over/nose down (Defining event) |

## Student Pilot Information

|                                  |   |  |                            |
|----------------------------------|---|--|----------------------------|
| <b>Certificate:</b>              | Student   | <b>Age:</b>                              | 57, Male                   |
| <b>Airplane Rating(s):</b>       | None  | <b>Seat Occupied:</b>                    | Left                       |
| <b>Other Aircraft Rating(s):</b> | None  | <b>Restraint Used:</b>                   | Seatbelt, Shoulder harness |
| <b>Instrument Rating(s):</b>     | None  | <b>Second Pilot Present:</b>             | No                         |
| <b>Instructor Rating(s):</b>     | None  | <b>Toxicology Performed:</b>             |                            |
| <b>Medical Certification:</b>    | Class 3 With Waivers/Limitations                                      | <b>Last Medical Exam:</b>                | 05/07/2012                 |
| <b>Occupational Pilot:</b>       | No  | <b>Last Flight Review or Equivalent:</b> |                            |
| <b>Flight Time:</b>              | 45 hours (Total, all aircraft), 26 hours (Total, this make and model) |  |                            |

## Aircraft and Owner/Operator Information

|                                      |  |   |                 |
|--------------------------------------|--|---|-----------------|
| <b>Aircraft Manufacturer:</b>        | CESSNA   | <b>Registration:</b>                      | N3438J          |
| <b>Model/Series:</b>                 | 150 G  | <b>Aircraft Category:</b>                 | Airplane        |
| <b>Year of Manufacture:</b>          |  | <b>Amateur Built:</b>                     | No              |
| <b>Airworthiness Certificate:</b>    | Utility  | <b>Serial Number:</b>                     | 15066138        |
| <b>Landing Gear Type:</b>            | Tricycle   | <b>Seats:</b>                             | 2               |
| <b>Date/Type of Last Inspection:</b> | 05/03/2012, Annual                                     | <b>Certified Max Gross Wt.:</b>           | 1500 lbs        |
| <b>Time Since Last Inspection:</b>   |  | <b>Engines:</b>                           | 1 Reciprocating |
| <b>Airframe Total Time:</b>          | 2091 Hours   | <b>Engine Manufacturer:</b>               | CONTINENTAL     |
| <b>ELT:</b>                          | Installed, activated, did not aid in locating accident | <b>Engine Model/Series:</b>               | O200            |
| <b>Registered Owner:</b>             | Anthony J Longley                                      | <b>Rated Power:</b>                       | 90 hp           |
| <b>Operator:</b>                     | Anthony J Longley                                      | <b>Air Carrier Operating Certificate:</b> | None            |

## Meteorological Information and Flight Plan

|                                  |                      |                              |                   |
|----------------------------------|----------------------|------------------------------|-------------------|
| Observation Facility, Elevation: | IZG, 455 ft msl      | Observation Time:            | 1054 EST          |
| Distance from Accident Site:     | 13 Nautical Miles    | Condition of Light:          | Day               |
| Direction from Accident Site:    | 270°                 | Conditions at Accident Site: | Visual Conditions |
| Lowest Cloud Condition:          |                      | Temperature/Dew Point:       | 4° C / 4° C       |
| Lowest Ceiling:                  | Broken / 3700 ft agl | Visibility                   | 10 Miles          |
| Wind Speed/Gusts, Direction:     | 10 knots, 10°        | Visibility (RVR):            |                   |
| Altimeter Setting:               | 29.62 inches Hg      | Visibility (RVV):            |                   |
| Precipitation and Obscuration:   |                      |                              |                   |
| Departure Point:                 | Fryeburg, ME (IZG)   | Type of Flight Plan Filed:   | None              |
| Destination:                     | Limington, ME (63B)  | Type of Clearance:           | None              |
| Departure Time:                  | 0945 EST             | Type of Airspace:            |                   |

## 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 |                     |             |

## Administrative Information

|                                   |   |               |            |
|-----------------------------------|---|---------------|------------|
| Investigator In Charge (IIC):     | Allison N Diaz  | Adopted Date: | 07/18/2013 |
| Additional Participating Persons: | Jonathan Goode; FAA/FSDO; Portland, ME  |               |            |
| Publish Date:                     | 07/18/2013  |               |            |
| Investigation Docket:             | <a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=86336">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=86336</a> |               |            |

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