



Aviation Investigation Final Report

Location:	WARREN, Minnesota	Accident Number:	CHI86LA065
Date & Time:	January 13, 1986, 18:30 Local	Registration:	N95636
Aircraft:	CESSNA 152	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

THE PILOT OVERFLEW THE RUNWAY & OBSERVED SOME SNOW ON THE LEFT HAND SIDE OF THE RUNWAY. DURING THE LANDING THE AIRCRAFT DRIFTED TO THE LEFT, COLLIDED WITH A FINGER DRIFT & NOSED OVER.

Probable Cause and Findings

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

Findings

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

Findings

1. (F) WEATHER CONDITION - CROSSWIND
 2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. (F) LIGHT CONDITION - DARK NIGHT
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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

4. (C) TERRAIN CONDITION - SNOWBANK

5. (C) AIRPORT SNOW REMOVAL - NOT PERFORMED - AIRPORT PERSONNEL

Occurrence #3: NOSE OVER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Factual Information

Pilot Information

Certificate:	Private	Age:	19,Female
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	July 3, 1985
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	93 hours (Total, all aircraft), 90 hours (Total, this make and model), 42 hours (Pilot In Command, all aircraft), 8 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N95636
Model/Series:	152 152	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	15285947
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	November 27, 1985 100 hour	Certified Max Gross Wt.:	1670 lbs
Time Since Last Inspection:	73 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	467 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-235N2C
Registered Owner:	UNIVERSITY OF NORTH DAKOTA	Rated Power:	108 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night/dark
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:	21:00 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 25000 ft AGL	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	350°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	-6°C / -7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	GRAND FORKS , ND (GFK)	Type of Flight Plan Filed:	None
Destination:	GRAND FORKS , ND (GFK)	Type of Clearance:	None
Departure Time:	18:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	WARREN MUNI D37	Runway Surface Type:	Asphalt
Airport Elevation:	880 ft msl	Runway Surface Condition:	
Runway Used:	30	IFR Approach:	None
Runway Length/Width:	3205 ft / 75 ft	VFR Approach/Landing:	Touch and go

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	48.190078,-96.759536(est)

Administrative Information

Investigator In Charge (IIC): Rathke, Fred

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=13407>

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).