



Aviation Investigation Final Report

Location:	OMAK, Washington	Accident Number:	SEA99LA024
Date & Time:	December 26, 1998, 15:00 Local	Registration:	N120L
Aircraft:	Cessna 120	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The 95 total hour (80 hours make/model) pilot-in-command reported that upon touchdown on runway 17 at the Omak airport the aircraft bounced slightly and then touched down left of the centerline and at a slight angle. The runway surface had a thin layer of snow covering its surface and the pilot was unsuccessful in regaining directional control using brakes and rudder. The aircraft then departed the runway approximately 45 degrees from the centerline and impacted a snowbank (berm) along the runway's east edge, subsequently nosing over. The pilot reported that there was no mechanical problem with the aircraft and winds were 4 knots from 070 degrees magnetic.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot-in-command's failure to maintain directional control. Contributing factors were the snow covered runway and a snowbank (berm) at the runway's edge.

Findings

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

Findings

1. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: NOSE OVER
Phase of Operation: LANDING - ROLL

Findings

3. (F) TERRAIN CONDITION - SNOWBANK

Factual Information

On December 26, 1998, approximately 1500 Pacific standard time, a Cessna 120, N120L, registered to Douglas Marsh and being flown by a private pilot, was substantially damaged when the aircraft nosed over following a collision with a snowbank (berm) along the east edge of runway 17 during a loss of control on landing, at the Omak airport, Omak, Washington. The pilot was uninjured. Visual meteorological conditions existed, and no flight plan had been filed. The flight, which was personal, was to have been operated under 14CFR91, and originated from the Omak airport approximately 1415.

The pilot, who had 95 hours of flight experience (total time), of which 80 were in the Cessna 120, reported that he was performing touch and go landings on runway 17. He further reported that "on final I set up for a 3-point landing and made a normal landing flare. Upon touchdown the aircraft made a slight bounce and then touched down with a very slight angle to the left of centerline. I believe the left wheel landed on a dry patch and the right on snow, which compounded the problem, and I was then departing the runway at a 45-degree angle to the left. I tried to correct with rudder and brakes but with the snow there was minimal response. Upon contacting the snow berm (approx. 24" high) at the runways [sic] edge, it flipped the aircraft over on its back just off of the runway." (Refer to Photograph 1 and DIAGRAM I).

The pilot also reported that there was no mechanical malfunction with the aircraft. Winds at Omak airport at 1456 hours were recorded as coming from 070 degrees magnetic at 4 knots.

Pilot Information

Certificate:	Private	Age:	21, Male
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:	June 6, 1997
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	95 hours (Total, all aircraft), 80 hours (Total, this make and model), 29 hours (Pilot In Command, all aircraft), 3 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N120L
Model/Series:	120 120	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	12858
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	June 19, 1998 Annual	Certified Max Gross Wt.:	1450 lbs
Time Since Last Inspection:	45 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3620 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	O-200A
Registered Owner:	MARSH, DOUGLAS, C.	Rated Power:	100 Horsepower
Operator:	MARSH, TRAVIS, V.	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:	Day
Observation Facility, Elevation:	OMK ,1301 ft msl	Distance from Accident Site:	
Observation Time:	14:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 500 ft AGL	Visibility	5 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	70°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-7°C / -7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(OMK)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	14:15 Local	Type of Airspace:	Class G

Airport Information

Airport:	OMAK OMK	Runway Surface Type:	Asphalt
Airport Elevation:	1301 ft msl	Runway Surface Condition:	Snow
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	4654 ft / 150 ft	VFR Approach/Landing:	Touch and go;Traffic pattern

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:	48.35923,-119.270072(est)

Administrative Information

Investigator In Charge (IIC): McCreary, Steven

Additional Participating Persons: MARION TILTON; SPOKANE , WA

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Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=45543>

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