



# Aviation Investigation Final Report

<b>Location:</b>	MINOT, North Dakota	<b>Accident Number:</b>	CHI01LA040
<b>Date &amp; Time:</b>	November 18, 2000, 16:05 Local	<b>Registration:</b>	N562GS
<b>Aircraft:</b>	Cessna 150K	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Instructional		

## Analysis

The instructor pilot said that the "winds reported on prebrief were 290 [degrees] at 24 [knots]. She said that they were given taxi instructions to runway 31 at the Minot International Airport, "[taxiway] f, R/W (runway) 8, R (right) on [taxiway] c", and "after turning R (right), keep left on [the] T/W (taxiway). The instructor pilot said that after executing the instructions, "slush was encountered on the left side. That, coupled with a sudden increase in wind speed - gust, made the airplane skid to the left ... The nose sank into a snow bank." As they were preparing to exit the airplane, the instructor pilot said, "the nose submerged further and the tail moved upwards progressively till the aircraft laid upside down." An examination of the airplane revealed no anomalies. At 1605 cst, the local weather observation at the Minot International Airport reported winds of 290 degrees at 24 knots.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the student pilot's inability to maintain aircraft control on the ground. Factors relating to the accident were the high winds, the slush-covered taxiway, the snowbank, inadequate preflight planning by the flight instructor, and the instructor pilot's failure to take remedial action.

## Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH WEATHER  
Phase of Operation: TAXI - TO TAKEOFF

#### Findings

1. (C) AIRCRAFT CONTROL - INADEQUATE - DUAL STUDENT
2. (F) WEATHER CONDITION - HIGH WIND
3. (F) AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SLUSH COVERED
4. (F) AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SNOWBANK
5. (F) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND(CFI)
6. (F) REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND(CFI)

## Factual Information

On November 18, 2000, at 1605 central standard time (cst), a Cessna 150K, N562GS, operated by a commercial pilot, sustained substantial damage when it was flipped over in a crosswind while taxiing to runway 31 (7,493 feet by 150 feet, dry concrete) at the Minot International Airport, Minot, North Dakota. Visual meteorological conditions prevailed at the time of the accident. The instructional flight was being conducted under 14 CFR Part 91. No flight plan was on file. The instructor pilot and dual student on board the airplane reported no injuries. The local flight was originating at the time of the accident.

In her written statement, the instructor pilot said that the "winds reported on prebrief were 290 [degrees] at 24 [knots]." She said that they were given taxi instructions, "[taxiway] f, R/W (runway) 8, R (right) on [taxiway] c", and "after turning R (right), keep left on [the] T/W (taxiway)." The instructor pilot said that after executing the instructions, "slush was encountered on the left side. That, coupled with a sudden increase in wind speed - gust, made the A/C (aircraft) skid to the left ... The nose sank into a snow bank ... We were nose down for a couple of seconds." As they were preparing to exit the airplane, the instructor pilot said, "the nose submerged further and the tail moved upwards progressively till the A/C (aircraft) laid upside down."

In his written statement, the student pilot said that while turning on to taxiway "c", he put in wind corrections for a right tailwind and made his turn to the left side of the taxiway. The student pilot said that a gust of wind pushed the airplane off of the taxiway. The left main and nose gear were off the prepared surface. "We proceeded to shut down the engine and another gust of wind flipped the plane over."

A Federal Aviation Administration inspector examined the airplane at Minot International Airport. Both wings were bent aft at the roots. The airplane's fuselage showed numerous bends and wrinkles. Flight control continuity was confirmed. An examination of the airplane's engine, engine controls, and other systems revealed no anomalies.

At 1605 cst, the local weather observation at the Minot International Airport reported winds of 290 degrees at 24 knots.

## Pilot Information

<b>Certificate:</b>	Commercial; Flight instructor	<b>Age:</b>	21,Female
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	April 7, 1999
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	505 hours (Total, all aircraft), 400 hours (Total, this make and model), 420 hours (Pilot In Command, all aircraft), 95 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N562GS
<b>Model/Series:</b>	150K 150K	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	15071509
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	November 14, 2000 100 hour	<b>Certified Max Gross Wt.:</b>	1600 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-200-A
<b>Registered Owner:</b>	CURTIS FLYING SERVICE, INC.	<b>Rated Power:</b>	100 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	MOT ,1715 ft msl	<b>Distance from Accident Site:</b>	1 Nautical Miles
<b>Observation Time:</b>	16:05 Local	<b>Direction from Accident Site:</b>	80°
<b>Lowest Cloud Condition:</b>	Unknown	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Broken / 7000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	24 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	290°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	35°C / 35°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	(MOT )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	00:00 Local	<b>Type of Airspace:</b>	Class D

## Airport Information

<b>Airport:</b>	MINOT INTERNATIONAL ARPT MOT	<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>	1715 ft msl	<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	48.229488,-101.290061(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Bowling, David
<b>Additional Participating Persons:</b>	RICHARD D KABANUCK; FARGO , ND
<b>Original Publish Date:</b>	October 23, 2001
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	The NTSB traveled to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=50669">https://data.nts.gov/Docket?ProjectID=50669</a>

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