



Aviation Investigation Final Report

Location:	Elkhart, Indiana	Accident Number:	CHI01LA058
Date & Time:	December 30, 2000, 11:42 Local	Registration:	N6326F
Aircraft:	Cessna 172N	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The aircraft was performing touch and goes when it slid into a snowbank on the side of the runway. The certified flight instructor (CFI) said, "Upon landing and rollout, the aircraft slide sideways on some ice, corrections were made, but no change." The aircraft subsequently struck the snowbank at the edge of the runway. The CFI reported no mechanical malfunction in his written report. The CFI reported that the dual student was at the controls at the time of the accident. A postaccident examination of the aircraft revealed no anomalies that could be associated with a preexisting condition.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The loss of directional control by the student pilot and the inadequate remedial action and inadequate supervision by the certified flight instructor. Factors were the snow and ice covered runway and the snowbank.

Findings

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

Findings

1. (F) AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - ICY
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
3. (F) AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SNOW COVERED
4. (F) SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
5. (C) REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

6. (F) TERRAIN CONDITION - SNOWBANK

Factual Information

On December 30, 2000, at 1142 eastern standard time, a Cessna 172N, N6326F, piloted by a certified flight instructor (CFI) and dual student, was substantially damaged during landing at the Elkhart Municipal Airport, Elkhart, Indiana. On landing, the aircraft slid into a snowbank on the side of runway 27 (6,500 feet by 120 feet snow covered asphalt). The CFI and student were not injured. Visual meteorological conditions prevailed at the time of the accident. The flight was being conducted under the provisions of 14 CFR Part 91 and was not on a flight plan. The local flight originated at 1000.

In a written statement, the CFI said, "Upon landing and rollout, the aircraft slide sideways on some ice, corrections were made, but no change." The aircraft subsequently struck the snowbank at the edge of the runway. The CFI reported no mechanical malfunctions in his written report. The CFI reported that the dual student was at the controls at the time of the accident.

A postaccident examination of the aircraft, by a Federal Aviation Administration Inspector, revealed no anomalies that could be associated with a preexisting condition.

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	25, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	November 13, 2000
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	July 10, 2000
Flight Time:	450 hours (Total, all aircraft), 213 hours (Total, this make and model), 55 hours (Last 90 days, all aircraft)		

Student pilot Information

Certificate:	None	Age:	Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	None None	Last FAA Medical Exam:	
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	12 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N6326F
Model/Series:	172N	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	17273191
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	November 2, 2000 100 hour	Certified Max Gross Wt.:	
Time Since Last Inspection:	67 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4755 Hrs	Engine Manufacturer:	Lycoming
ELT:	Installed	Engine Model/Series:	O-320-H2AD
Registered Owner:	Bumbalough Aviation LLC.	Rated Power:	160 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	EKM, 778 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	11:45 Local	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 1700 ft AGL	Visibility	2 miles
Lowest Ceiling:	Overcast / 3500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	5 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	350°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.93 inches Hg	Temperature/Dew Point:	-6°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Elkhart, IN (EKM)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	VFR
Departure Time:	10:00 Local	Type of Airspace:	Class D

Airport Information

Airport:	ELKHART MUNICIPAL AIRPORT EKM	Runway Surface Type:	Asphalt
Airport Elevation:	778 ft msl	Runway Surface Condition:	Snow
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	6500 ft / 120 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	41.72068,-85.979461(est)

Administrative Information

Investigator In Charge (IIC): Brannen, John

Additional Participating Persons: David Kepple; FAA-Flight Standards District Office; South Bend, IN

Original Publish Date: September 19, 2001

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=51085>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).