



# Aviation Investigation Final Report

<b>Location:</b>	Waskish, Minnesota	<b>Accident Number:</b>	CHI03LA065
<b>Date &amp; Time:</b>	February 3, 2003, 15:30 Local	<b>Registration:</b>	N8112U
<b>Aircraft:</b>	Cessna 172F	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The airplane impacted a snow bank and nosed over during an aborted takeoff on a snow covered lake. The pilot stated that he attempted a downwind takeoff and realized that the airplane was unable to lift off. The airplane then impacted the snow bank.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The inadequate preflight planning/preparation by the pilot. Contributing factors were the snow covered takeoff area and the tailwind.

## Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: TAKEOFF - ABORTED

### Findings

1. (F) WEATHER CONDITION - TAILWIND
  2. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  3. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED
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Occurrence #2: NOSE OVER  
Phase of Operation: TAKEOFF - ABORTED

## Factual Information

On February 3, 2003, at 1530 central standard time, a Cessna 172F, N8112U, owned and piloted by a private pilot, received substantial damage after hitting a snow bank and nosing over during an aborted takeoff on Upper Red Lake, Waskish, Minnesota. Visual meteorological conditions prevailed at the time of the accident. The 14 CFR Part 91 personal flight was not operating on a flight plan. The pilot sustained minor injuries. The local flight was originating at the time of the accident.

The pilot stated that he landed on Upper Red Lake and unloaded fishing gear and two passengers. He told them that he would pick them up on a plowed road located about 1 1/2 miles away because he thought that there was too much snow on the lake for him to takeoff with the two passengers.

He stated that he attempted the takeoff from Upper Red Lake with the wind, which he reported as 320 degrees at 15 knots gusting to 20 knots. During the takeoff, he realized that he couldn't lift off and attempted to stop the airplane, which resulted in the airplane impacting a snow drift and nosing over.

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	33, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	July 5, 2001
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	346 hours (Total, all aircraft), 322 hours (Total, this make and model), 305 hours (Pilot In Command, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N8112U
<b>Model/Series:</b>	172F	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	17252012
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	October 31, 2002 Annual	<b>Certified Max Gross Wt.:</b>	2300 lbs
<b>Time Since Last Inspection:</b>	40 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3450 Hrs	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-300
<b>Registered Owner:</b>	Justin R Fuhrer	<b>Rated Power:</b>	145 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	VWU,1181 ft msl	<b>Distance from Accident Site:</b>	1 Nautical Miles
<b>Observation Time:</b>	15:28 Local	<b>Direction from Accident Site:</b>	90°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Overcast / 5500 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	6 knots / 16 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	330°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.87 inches Hg	<b>Temperature/Dew Point:</b>	-9°C / -14°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Waskish, MN	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	15:30 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	Waskish Municipal Airport VWU	<b>Runway Surface Type:</b>	Snow
<b>Airport Elevation:</b>	1181 ft msl	<b>Runway Surface Condition:</b>	Ice;Snow
<b>Runway Used:</b>		<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 Minor	<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 Minor	<b>Latitude, Longitude:</b>	48.154167,-94.516944

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Gallo, Mitchell
<b>Additional Participating Persons:</b>	Tom Hager; Federal Aviation Administration; Minneapolis, MN
<b>Original Publish Date:</b>	March 30, 2004
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=56456">https://data.ntsb.gov/Docket?ProjectID=56456</a>

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