



Aviation Investigation Final Report

Location:	MCPHERSON, Kansas	Accident Number:	MKC82DA040
Date & Time:	February 26, 1982, 09:30 Local	Registration:	N757PF
Aircraft:	CESSNA 152	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

AFTER RETURNING FROM A LOCAL FLIGHT, THE STUDENT PILOT LANDED ON RUNWAY 36 WITH A WIND FROM 070 DEGREES AT 13 KNOTS. HE REPORTED THAT HE LOST CONTROL ON THE LANDING ROLL AND DEPARTED THE LEFT SIDE OF THE RUNWAY. THE AIRCRAFT RAN INTO MUDDY TERRAIN AND 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 - ROLL

Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (C) COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
3. (F) LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

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

Findings

- 6. (F) TERRAIN CONDITION - SOFT
- 7. (F) TERRAIN CONDITION - WET

Factual Information

Pilot Information

Certificate:	Student	Age:	39, Male
Airplane Rating(s):		Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	November 18, 1981
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	18 hours (Total, all aircraft), 18 hours (Total, this make and model), 2 hours (Pilot In Command, all aircraft), 13 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N757PF
Model/Series:	152 152	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	15279890
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1670 lbs
Time Since Last Inspection:	0 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1441 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	O-235-L2C
Registered Owner:	DENNIS E. FISHER	Rated Power:	110 Horsepower
Operator:	DOUGLAS MERRIL HAWKINSON	Operating Certificate(s) Held:	
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:	ICT	Distance from Accident Site:	43 Nautical Miles
Observation Time:	08:54 Local	Direction from Accident Site:	180°
Lowest Cloud Condition:	Scattered / 12000 ft AGL	Visibility	10 miles
Lowest Ceiling:	Overcast / 25000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	13 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	70°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	70°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	MCPHERSON , KS (MPR)	Type of Flight Plan Filed:	None
Destination:	MCPHERSON , KS (MPR)	Type of Clearance:	None
Departure Time:	08:25 Local	Type of Airspace:	

Airport Information

Airport:	MCPHERSON MPR	Runway Surface Type:	Asphalt
Airport Elevation:	0 ft msl	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	
Runway Length/Width:	4200 ft / 0 ft	VFR Approach/Landing:	

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:	

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: February 26, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=71636>

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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](#).