



Aviation Investigation Final Report

Location:	YPSILANTI, Michigan	Accident Number:	CHI82FEC08
Date & Time:	January 2, 1982, 13:22 Local	Registration:	N68812
Aircraft:	CESSNA 152	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

DURING TAKEOFF FROM A HARD PACKED SNOW AND ICY RUNWAY THE AIRCRAFT VEERED LEFT INTO A SNOWBANK OFF THE SIDE OF THE RUNWAY. THE STUDENT PILOT STATED THAT PRIOR TO THE TAKEOFF ROLL HE HAD FULL DEFLECTION OF THE LEFT AILERON AND WAS ANTICIPATING WITH RIGHT RUDDER TO MAINTAIN A STRAIGHT TAKEOFF ROLL. AFTER REALIZING THAT THE AIRCRAFT WAS ABOUT TO STRIKE THE SNOWBANK THE STUDENT RETARDED THE POWER.

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: TAKEOFF - ROLL/RUN

Findings

1. (F) WEATHER CONDITION - UNFAVORABLE WIND
 2. (C) BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
 3. (F) TERRAIN CONDITION - ICY
 4. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: TAKEOFF

Findings

5. (C) GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
6. (F) TERRAIN CONDITION - SNOWBANK
7. (C) ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
8. (F) LANDING GEAR,NOSE GEAR - OVERLOAD

Factual Information

Pilot Information

Certificate:	Student	Age:	56, Male
Airplane Rating(s):		Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	September 22, 1981
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	74 hours (Total, all aircraft), 74 hours (Total, this make and model), 16 hours (Pilot In Command, all aircraft), 18 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N68812
Model/Series:	152 152	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	15285339
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1900 lbs
Time Since Last Inspection:	70 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	70 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	O-235-L2C
Registered Owner:	SKY TRAK, INC.	Rated Power:	110 Horsepower
Operator:	SKY TRAK, INC.	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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 1500 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 10000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	15 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	YPSILANTI , MI (YIP)	Type of Flight Plan Filed:	None
Destination:	YPSILANTI , MI (YIP)	Type of Clearance:	None
Departure Time:	13:20 Local	Type of Airspace:	

Airport Information

Airport:	WILLOW RUN YIP	Runway Surface Type:	Concrete
Airport Elevation:	0 ft msl	Runway Surface Condition:	Ice
Runway Used:	14	IFR Approach:	None
Runway Length/Width:	6910 ft / 0 ft	VFR Approach/Landing:	None

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:	42.239353,-83.620689(est)

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: January 2, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=73112>

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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](#).