



# National Transportation Safety Board Aviation Accident Final Report

|                                |   |                         |             |
|--------------------------------|---|-------------------------|-------------|
| <b>Location:</b>               | Madill, OK                                | <b>Accident Number:</b> | DFW08CA044  |
| <b>Date &amp; Time:</b>        | 11/30/2007, 1200 CST                      | <b>Registration:</b>    | N6135M      |
| <b>Aircraft:</b>               | Cessna 152                                | <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 28-hour solo student pilot landed with a crosswind condition and lost control of the airplane during the landing roll. The mishap occurred during the student's seventh solo landing of the day. The pilot stated that after the airplane landed "the wind switched from a crosswind to a tail wind and back" to crosswind. The airplane departed the runway, the nose gear collapsed in the soft terrain, and the propeller contacted the ground. Examination of the airplane by an inspector from the Federal Aviation Administration revealed structural damage to the engine firewall. The winds at the time of the accident were reported as a 90 degree crosswind to the active runway at 8 knots.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot failed to maintain directional control during landing roll. A contributing factor was the crosswind.

## Findings

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

### Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

## Factual Information

### Student Pilot Information

|                           |  |                        |                            |
|---------------------------|--|------------------------|----------------------------|
| Certificate:              | Student  | Age:                   | 32, Male                   |
| Airplane Rating(s):       | None   | Seat Occupied:         | Left                       |
| Other Aircraft Rating(s): | None   | Restraint Used:        | Seatbelt, Shoulder harness |
| Instrument Rating(s):     | None   | Second Pilot Present:  | No                         |
| Instructor Rating(s):     | None   | Toxicology Performed:  | No                         |
| Medical Certification:    | Class 3 Without Waivers/Limitations  | Last FAA Medical Exam: | 09/01/2007                 |
| Occupational Pilot:       | Last Flight Review or Equivalent:  |                        |                            |
| Flight Time:              | 28 hours (Total, all aircraft), 24 hours (Total, this make and model), 1 hours (Last 24 hours, all aircraft) |                        |                            |

### Aircraft and Owner/Operator Information

|                               |                          |                                |                 |
|-------------------------------|--------------------------|--------------------------------|-----------------|
| Aircraft Make:                | Cessna                   | Registration:                  | N6135M          |
| Model/Series:                 | 152                      | Aircraft Category:             | Airplane        |
| Year of Manufacture:          |                          | Amateur Built:                 | No              |
| Airworthiness Certificate:    | Normal                   | Serial Number:                 | 15284628        |
| Landing Gear Type:            | Tricycle                 | Seats:                         |                 |
| Date/Type of Last Inspection: |                          | Certified Max Gross Wt.:       |                 |
| Time Since Last Inspection:   |                          | Engines:                       | 1 Reciprocating |
| Airframe Total Time:          |                          | Engine Manufacturer:           | Lycoming        |
| ELT:                          | Installed, not activated | Engine Model/Series:           | O-235           |
| Registered Owner:             | Versatile Aviation Inc   | Rated Power:                   | 115 hp          |
| Operator:                     | Versatile Aviation Inc   | Operating Certificate(s) Held: | None            |
| Operator Does Business As:    | Versatile Aviation Inc   | Operator Designator Code:      |                 |

## Meteorological Information and Flight Plan

|                                  |                          |   |              |
|----------------------------------|--------------------------|---|--------------|
| Conditions at Accident Site:     | Visual Conditions        | Condition of Light:                     | Day          |
| Observation Facility, Elevation: | KADM                     | Distance from Accident Site:            |              |
| Observation Time:                | 1355                     | Direction from Accident Site:           |              |
| Lowest Cloud Condition:          | Scattered / 12000 ft agl | Visibility                              | 10 Miles     |
| Lowest Ceiling:                  | None                     | Visibility (RVR):                       |              |
| Wind Speed/Gusts:                | 8 knots /                | Turbulence Type<br>Forecast/Actual:     | /            |
| Wind Direction:                  | 90°                      | Turbulence Severity<br>Forecast/Actual: | /            |
| Altimeter Setting:               | 30.19 inches Hg          | Temperature/Dew Point:                  | 13° C / 7° C |
| Precipitation and Obscuration:   |                          |   |              |
| Departure Point:                 | Ardmore, OK (1F0)        | Type of Flight Plan Filed:              | None         |
| Destination:                     | Madill, OK (1F4)         | Type of Clearance:                      | None         |
| Departure Time:                  | 1100 CST                 | Type of Airspace:                       |              |

## Airport Information

|                      |                           |
|----------------------|---------------------------|
| Airport:             | Runway Surface Type:      |
| Airport Elevation:   | Runway Surface Condition: |
| Runway Used:         | IFR Approach:             |
| Runway Length/Width: | VFR Approach/Landing:     |

## Wreckage and Impact Information

|                     |        |                      |                       |
|---------------------|--------|----------------------|-----------------------|
| Crew Injuries:      | 1 None | Aircraft Damage:     | Substantial           |
| Passenger Injuries: | N/A    | Aircraft Fire:       | None                  |
| Ground Injuries:    | N/A    | Aircraft Explosion:  | None                  |
| Total Injuries:     | 1 None | Latitude, Longitude: | 34.144444, -96.811389 |

## Administrative Information

|                                   |  |              |            |
|-----------------------------------|--|--------------|------------|
| Investigator In Charge (IIC):     | William H Gamble   | Report Date: | 01/31/2008 |
| Additional Participating Persons: | Robert L Newell; Oklahoma City   |              |            |
| Publish Date:                     |  |              |            |
| Note:                             | This accident report documents the factual circumstances of this accident as described to the NTSB.  |              |            |
| Investigation Docket:             | NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> . |              |            |

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).