



National Transportation Safety Board Aviation Accident Final Report

Location:	ELKTON, MD	Accident Number:	NYC97LA102
Date & Time:	06/01/1997, 1600 EDT	Registration:	N22935
Aircraft:	Cessna 150	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The private pilot departed on a local flight. While over flying his farm, he decided to land on the farm's 1,600 foot grass strip. The pilot stated the wind sock was pointing straight down the runway and he executed a soft field landing. Immediately after the main gear touched down, the airplane began to veer right. The right wing struck trees, and bent upward. The airplane spun around 180 degrees, and was thrown backward. The left wing also impacted trees. The pilot reported that the right brake had grabbed after landing, which caused the airplane to veer into the trees. Examination of the aircraft on site, could not confirm that the right brake had grabbed.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain directional control, which resulted in the airplane veering right, and striking trees.

Findings

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

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

2. OBJECT - TREE(S)

Factual Information

On June 1, 1997, about 1600 eastern daylight time, a Cessna 150, N22935, was substantially damaged during landing to a private grass strip in Elkton, Maryland. The certificated private pilot was not injured. Visual meteorological conditions prevailed, and no flight plan had been filed for the personal flight conducted under 14 CFR Part 91.

According to the pilot, he departed on a local flight from Summit Airport, Middletown, Delaware. While over flying his farm, he decided to land on the farm's 1,600 foot grass strip. The pilot stated the wind sock was pointing straight down the runway, and he executed a soft field landing with the stall warning horn being heard intermittently. Immediately after the main gear touched down, the airplane began to veer right. The right wing struck trees, and bent upward. The airplane spun around 180 degrees, and was thrown backward. The left wing also impacted trees.

The pilot reported that the right brake had grabbed after landing, which caused the airplane to veer into the trees.

Examination of the brake system by a Federal Aviation Administration Inspector could not confirm that the right brake had grabbed. It was noted that 72.2 hours had elapsed since the brake discs had been replaced with new discs on October 1, 1995.

Pilot Information

Certificate:	Private	Age:	81, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
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:	10/24/1996
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	476 hours (Total, all aircraft), 369 hours (Pilot In Command, all aircraft), 16 hours (Last 90 days, all aircraft), 13 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N22935
Model/Series:	150 150	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Utility	Serial Number:	15068627
Landing Gear Type:	Tricycle	Seats:	
Date/Type of Last Inspection:	10/02/1996, Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:	45 Hours	Engines:	1 Reciprocating
Airframe Total Time:	4405 Hours	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	O200-A
Registered Owner:	GEORGE B. ZEBLY	Rated Power:	100 hp
Operator:	GEORGE B. ZEBLY	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	11 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	260°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	21 °C
Precipitation and Obscuration:			
Departure Point:	MIDDLETOWN, DE (N92)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0330 EDT	Type of Airspace:	Class G

Airport Information

Airport:	(NONE)	Runway Surface Type:	Grass/turf
Airport Elevation:	300 ft	Runway Surface Condition:	Dry
Runway Used:	8	IFR Approach:	None
Runway Length/Width:	1600 ft / 150 ft	VFR Approach/Landing:	None

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:	

Administrative Information

Investigator In Charge (IIC):	ROBERT L PEARCE	Report Date:	02/02/1998
Additional Participating Persons:	LEO KUNEMAN		
Publish Date:			
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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.ntsbt.gov/pubdms/ .		

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