



# National Transportation Safety Board Aviation Accident Final Report

---

<b>Location:</b>	COLUMBUS, OH	<b>Accident Number:</b>	NYC91LA045
<b>Date &amp; Time:</b>	12/01/1990, 1800 EST	<b>Registration:</b>	N60026
<b>Aircraft:</b>	CESSNA 150J	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None

**Flight Conducted Under:** Part 91: General Aviation - Personal

---

## Analysis

THE AIRPLANE WAS IN THE INITIAL CLIMB PHASE OF A TOUCH AND GO LANDING WHEN THE ENGINE STARTED TO LOSE POWER. THE PILOT TURNED THE AIRPLANE DOWNWIND AND LANDED BACK AT THE AIRPORT. THE WINDS WERE FROM THE SOUTHWEST AT 8 TO 10 KNOTS. DURING TOUCHDOWN THE AIRPLANE LANDED HARD AND BOUNCED. THE PILOT SAID, '...I THEN PUSHED THE CONTROLS FORWARD TO NOSE THE AIRCRAFT INTO THE GROUND SO AS TO STOP BEFORE HITTING A BUILDING.' THE NOSE GEAR COLLAPSED AND THE AIRPLANE NOSED OVER.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S IMPROPER RECOVERY FROM A BOUNCED LANDING. FACTORS IN THE ACCIDENT WERE: A DOWNWIND LANDING, AND LOSS OF ENGINE POWER FOR UNDETERMINED REASONS.

## Findings

---

Occurrence #1: LOSS OF ENGINE POWER  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED  
-----

Occurrence #2: FORCED LANDING  
Phase of Operation: DESCENT - EMERGENCY  
-----

Occurrence #3: HARD LANDING  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

2. (C) FLARE - MISJUDGED - PILOT IN COMMAND  
3. (C) RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND  
-----

Occurrence #4: NOSE GEAR COLLAPSED  
Phase of Operation: LANDING - ROLL

### Findings

4. LANDING GEAR, NOSE GEAR - OVERLOAD  
-----

Occurrence #5: NOSE OVER  
Phase of Operation: LANDING - ROLL

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	50, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	02/26/1990
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	255 hours (Total, all aircraft), 255 hours (Total, this make and model)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N60026
<b>Model/Series:</b>	150J 150J	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	15070013
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	1600 lbs
<b>Time Since Last Inspection:</b>	0 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-200-A
<b>Registered Owner:</b>		<b>Rated Power:</b>	100 hp
<b>Operator:</b>	DONALD JOHNSON	<b>Operating Certificate(s) Held:</b>	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	0 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	10° C / -18° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1800 EST	Type of Airspace:	

## Airport Information

Airport:	SOUTHWEST (4I2)	Runway Surface Type:	Grass/turf
Airport Elevation:	920 ft	Runway Surface Condition:	Dry
Runway Used:	26	IFR Approach:	None
Runway Length/Width:	2800 ft / 120 ft	VFR Approach/Landing:	Forced Landing; Touch and Go

## 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):	ALAN J YURMAN	Report Date:	12/30/1992
Additional Participating Persons:			
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 <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> .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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](#).