



National Transportation Safety Board Aviation Accident Data Summary

Location:	COLUMBUS, OH	Accident Number:	NYC91LA045
Date & Time:	12/01/1990, 1800 EST	Registration:	N60026
Aircraft:	CESSNA 150J	Injuries:	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

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

Pilot Information

Certificate:	Private	Age:	50
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	
Flight Time:	255 hours (Total, all aircraft), 255 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N60026
Model/Series:	150J 150J	Engines:	1 Reciprocating
Operator:	DONALD JOHNSON	Engine Manufacturer:	CONTINENTAL
Operating Certificate(s) Held:	None	Engine Model/Series:	O-200-A
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Pilot
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	10 knots / , 250°
Temperature:	10° C	Visibility	0 Miles
Precipitation and Obscuration:			
Departure Point:	Destination:		

Airport Information

Airport:	SOUTHWEST (4I2)	Runway Surface Type:	Grass/turf
Runway Used:	26	Runway Surface Condition:	Dry
Runway Length/Width:	2800 ft / 120 ft		

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): ALAN J YURMAN

Adopted Date: 12/30/1992

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.nts.gov/pubdms/>.

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.