



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	MITCHELLVILLE, MD	<b>Accident Number:</b>	BFO88FA025
<b>Date &amp; Time:</b>	03/02/1988, 1300 EST	<b>Registration:</b>	N6202T
<b>Aircraft:</b>	CESSNA 150E	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None

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

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## Analysis

THE STUDENT PLT ELECTED TO INITIATE THE FLT EVEN THOUGH THE FLAPS MALFUNCTIONED DURING THE PREVIOUS FLT. SHORTLY AFTER TAKEOFF THE PLT WAS UNABLE TO KEEP THE FLAPS IN THE EXTENDED POSITION. THE PLT HAD NOT BEEN FEELING WELL ON THE MORNING OF THE FLT AND FELT WORSE AS THE FLT PROGRESSED. BECAUSE HE WAS ILL, THE PLT DECIDED TO RETURN TO THE ARPT. PRIOR TO TAKEOFF HE HAD DECIDED HE WOULD LAND ON RWY 36 IF THE FLAPS WERE INOP. ON TAKEOFF WINDS WERE FROM 270 DEG BUT HAD SHIFTED TO THE SOUTH/SOUTHWEST DURING THE FLT. THE PLT WAS SO PREOCCUPIED WITH WANTING TO LAND THE ACFT BECAUSE HE WAS ILL THAT HE FAILED TO ADJUST HIS A/S FOR A NO-FLAP LANDING. THE ACFT FLOATED 3/4 OF THE WAY DOWN THE RWY BEFORE THE PLT INITIATED THE ABORTED LANDING. THE ACFT CONTACTED TREES OFF THE DEPARTURE END OF RWY AND COLLIDED WITH TERRAIN. A SPRING WAS FOUND ON THE FLAP HANDLE BTWN THE ROD AND RELEASE BUTTON. PERSONS INTERVIEWED DENIED KNOWLEDGE OF WHERE THE SPRING CAME FROM. THE FLAPS OPERATED PROPERLY DURING POST ACCIDENT TESTING.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

## Findings

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Occurrence #1: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: GO-AROUND (VFR)

### Findings

1. (F) OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND
  2. (F) FLT CONTROL SYST,WING FLAP CONTROL - FAILURE,PARTIAL
  3. (C) WRONG RUNWAY - SELECTED - PILOT IN COMMAND
  4. (F) WEATHER CONDITION - TAILWIND
  5. (F) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
  6. (C) ABORTED LANDING - DELAYED - PILOT IN COMMAND
  7. (F) ANXIETY/APPREHENSION - PILOT IN COMMAND
  8. (F) OBJECT - TREE(S)
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

## Factual Information

### Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	27, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	03/13/1987
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	96 hours (Total, all aircraft), 96 hours (Total, this make and model), 51 hours (Pilot In Command, all aircraft), 12 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N6202T
<b>Model/Series:</b>	150E 150E	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Utility	<b>Serial Number:</b>	15860902
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	09/04/1987, Annual	<b>Certified Max Gross Wt.:</b>	1600 lbs
<b>Time Since Last Inspection:</b>	32 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	5233 Hours	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-200-A
<b>Registered Owner:</b>	ANDREI KLIMENKO	<b>Rated Power:</b>	100 hp
<b>Operator:</b>	ANDREI KLIMENKO	<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	7 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	11 °C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1145 EST	Type of Airspace:	Class G

## Airport Information

Airport:	FREEWAY (W00)	Runway Surface Type:	Asphalt
Airport Elevation:	168 ft	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	2150 ft / 30 ft	VFR Approach/Landing:	Go Around; Traffic Pattern

## 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):	PAMELA S KLECKNER	Report Date:	03/30/1989
Additional Participating Persons:	JACK PETROUS; BALTIMORE, MD		
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](#).