



National Transportation Safety Board Aviation Accident Data Summary

Location:	MITCHELLVILLE, MD	Accident Number:	BFO88FA025
Date & Time:	03/02/1988, 1300 EST	Registration:	N6202T
Aircraft:	CESSNA 150E	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Instructional		

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

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

Findings

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)

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Pilot Information

Certificate:	Student	Age:	27
Airplane Rating(s):	None	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	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

Aircraft Make:	CESSNA	Registration:	N6202T
Model/Series:	150E 150E	Engines:	1 Reciprocating
Operator:	ANDREI KLIMENKO	Engine Manufacturer:	CONTINENTAL
Operating Certificate(s) Held:	None	Engine Model/Series:	O-200-A
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Witness
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	8 knots / , 240°
Temperature:	11° C	Visibility	7 Miles
Precipitation and Obscuration:			
Departure Point:	Destination:		

Airport Information

Airport:	FREEWAY (W00)	Runway Surface Type:	Asphalt
Runway Used:	36	Runway Surface Condition:	Dry
Runway Length/Width:	2150 ft / 30 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): PAMELA S KLECKNER

Adopted Date: 03/30/1989

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/>.

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