



National Transportation Safety Board Aviation Accident Final Report

Location:	WINDHAM, CT	Accident Number:	NYC88LA232
Date & Time:	09/01/1988, 1700 EDT	Registration:	N94502
Aircraft:	CESSNA 152	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

THE STUDENT PILOT SAID SHE HEARD A POPPING SOUND DURING THE TAKEOFF ROLL AND ALMOST INSTANTANEOUSLY THE DOOR CAME OPEN. SHE TRIED TO CLOSE THE DOOR AND WHEN THAT FAILED SHE ATTEMPTED TO ABORT. SHE RETARDED THE THROTTLE AND ATTEMPTED BRAKING BUT IT WAS NOT EFFECTIVE AND THE ACFT RAN OFF THE SIDE OF THE RUNWAY AND DOWN AN EMBANKMENT. EXAM OF THE WRECKAGE BY THE OPERATOR REVEALED THAT THE PILOT'S SEAT BELT BANGING AGAINST THE OUTSIDE OF THE PILOT'S DOOR WAS THE POPPING SOUND THAT THE PLT HEARD. EXAMINATION OF THE BRAKE SYSTEM DID NOT REVEAL ANY EVIDENCE TO EXPLAIN THE PILOT'S REPORT OF BRAKE DEFICIENCY.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: TAKEOFF - ABORTED

Findings

1. (F) MISC EQPT/FURNISHINGS,SEAT BELT - NOT ENGAGED
2. (F) PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
3. (F) DOOR,EXTERIOR CREW - NOT SECURED
4. (F) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
5. (F) ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
6. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
7. (F) DIVERTED ATTENTION - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: TAKEOFF - ABORTED

Findings

8. (F) TERRAIN CONDITION - DOWNHILL

Factual Information

Pilot Information

Certificate:	Student	Age:	26, Female
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
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:	02/05/1988
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	98 hours (Total, all aircraft), 98 hours (Total, this make and model), 13 hours (Pilot In Command, all aircraft), 26 hours (Last 90 days, all aircraft), 13 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N94502
Model/Series:	152 152	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal; Utility	Serial Number:	85693
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	08/16/1988, AAIP	Certified Max Gross Wt.:	1670 lbs
Time Since Last Inspection:	33 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2368 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-235-L2C
Registered Owner:	KING SERVICES OF AVIATION INC	Rated Power:	108 hp
Operator:	KING SERVICE AVIATION, INC.	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	0 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	24° C
Precipitation and Obscuration:			
Departure Point:	E TAUNTON, MA (IAN)	Type of Flight Plan Filed:	VFR
Destination:	WINDHAM, CT (5B0)	Type of Clearance:	None
Departure Time:	1600 EDT	Type of Airspace:	Class G

Airport Information

Airport:	WINDHAM (5B0)	Runway Surface Type:	Asphalt
Airport Elevation:	246 ft	Runway Surface Condition:	Dry
Runway Used:	27	IFR Approach:	
Runway Length/Width:	4360 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	REUBEN DENSLEY	Report Date:	01/24/1990
Additional Participating Persons:	R SULLIVAN; WESTFIELD, MA		
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.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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).