



National Transportation Safety Board Aviation Accident Final Report

Location:	BOWLING GREEN, OH	Accident Number:	ATL89LA120
Date & Time:	04/01/1989, 1550 EST	Registration:	N1044Z
Aircraft:	CESSNA 150L	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

DURING HIS THIRD SUPERVISED SOLO FLIGHT, THE STUDENT PILOT WAS REMAINING IN CLOSED TRAFFIC FOR TAKEOFF AND LANDING PRACTICE. ON THE FOURTH LANDING, THE STUDENT REPORTED THAT HE WAS JUST ABOUT READY TO FLARE WHEN HE FELT THE AIRPLANE SINK. HE ADDED POWER AND THE AIRPLANE HIT THE RUNWAY AND BOUNCED. DURING THE SECOND TOUCHDOWN, THE NOSE GEAR COLLAPSED AND THE AIRPLANE SLID TO A STOP ON ITS MAIN GEAR AND NOSE SECTION. THE LOCAL WIND WAS NEARLY ALIGNED WITH THE RUNWAY AT ABOUT 6 KNOTS. WX DATA LISTED ABOVE WAS FROM AN OBSERVATION AT A WX REPORTING STATION 15 MILES FROM THE ACCIDENT SITE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE STUDENT PILOT FAILED TO MAINTAIN CONTROL OF THE AIRCRAFT WHEN HE MISJUDGED THE HEIGHT OF THE LANDING FLARE. THE RECOVERY FROM THE BOUNCED LANDING WAS INADEQUATE AND THE NOSE GEAR COLLAPSED UPON IMPACT WITH THE RUNWAY.

Findings

Occurrence #1: HARD LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) FLARE - MISJUDGED - PILOT IN COMMAND
2. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
3. (C) AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: NOSE GEAR COLLAPSED

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

4. LANDING GEAR, NOSE GEAR - OVERLOAD
5. (C) RECOVERY FROM BOUNCED LANDING - INADEQUATE - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Student	Age:	34, Male
Airplane Rating(s):	None	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--no waivers/lim.	Last FAA Medical Exam:	03/06/1989
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	14 hours (Total, all aircraft), 14 hours (Total, this make and model), 3 hours (Pilot In Command, all aircraft), 14 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N1044Z
Model/Series:	150L 150L	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	15075525
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1600 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	O-200-A
Registered Owner:	UNKNOWN	Rated Power:	100 hp
Operator:	AIRBORNE 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:	TOL, 913 ft msl	Distance from Accident Site:	15 Nautical Miles
Observation Time:	1550 EST	Direction from Accident Site:	331°
Lowest Cloud Condition:	Scattered / 5000 ft agl	Visibility	15 Miles
Lowest Ceiling:	Overcast / 25000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	8°C / -3°C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1530 EST	Type of Airspace:	

Airport Information

Airport:	WOOD COUNTY (1G0)	Runway Surface Type:	Asphalt
Airport Elevation:	675 ft	Runway Surface Condition:	Dry
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	4200 ft / 75 ft	VFR Approach/Landing:	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):	WALTER G STINER	Report Date:	08/22/1990
Additional Participating Persons:	PAUL HALVESON; CLEVELAND, OH		
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/ .		

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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](#).