



National Transportation Safety Board Aviation Accident Data Summary

Location:	BOWLING GREEN, OH	Accident Number:	ATL89LA120
Date & Time:	04/01/1989, 1550 EST	Registration:	N1044Z
Aircraft:	CESSNA 150L	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

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

Pilot Information

Certificate:	Student	Age:	34
Airplane Rating(s):	None	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
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	Engines:	1 Reciprocating
Operator:	AIRBORNE AVIATION, INC.	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:	TOL, 913 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Overcast / 25000 ft agl	Wind Speed/Gusts, Direction:	9 knots / , 240°
Temperature:	8° C	Visibility	15 Miles
Precipitation and Obscuration:			
Departure Point:	Destination:		

Airport Information

Airport:	WOOD COUNTY (1G0)	Runway Surface Type:	Asphalt
Runway Used:	27	Runway Surface Condition:	Dry
Runway Length/Width:	4200 ft / 75 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): WALTER G STINER

Adopted Date: 08/22/1990

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.