



National Transportation Safety Board Aviation Accident Final Report

Location:	JACKSON, MS	Accident Number:	MIA87LA123
Date & Time:	04/01/1987, 0900 CST	Registration:	N7344A
Aircraft:	CESSNA A150M	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PLT STATED THAT HE FAILED TO REMOVE THE CONTROL COLUMN GUST LOCK PRIOR TO TAKE OFF. IMMEDIATELY AFTER ROTATION, THE ACFT BEGAN TO PORPOISE, DESCENDED UNCONTROLLED, & LANDED HARD COLLAPSING THE LANDING GEAR. HE FURTHER STATED THAT THIS ACCIDENT COULD HAVE BEEN PREVENTED BY PERFORMING A THOROUGH PREFLT & ALSO BY USING A CHECKLIST.

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 - IN FLIGHT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) AIRCRAFT PREFLIGHT - POOR - PILOT IN COMMAND
2. (C) CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
3. (C) REMOVAL OF CONTROL/GUST LOCK(S) - NOT PERFORMED - PILOT IN COMMAND
4. (C) ELEVATOR - NOT POSSIBLE - PILOT IN COMMAND
5. (C) AILERON - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #2: HARD LANDING
Phase of Operation: DESCENT - UNCONTROLLED

Findings

6. (C) FLARE - NOT POSSIBLE - PILOT IN COMMAND
7. (C) RECOVERY FROM BOUNCED LANDING - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #3: GEAR COLLAPSED
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Private	Age:	70, Male
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:	None Expired	Last FAA Medical Exam:	07/29/1983
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	605 hours (Total, all aircraft), 600 hours (Total, this make and model), 570 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N7344A
Model/Series:	A150M A150M	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Utility	Serial Number:	A1500723
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	1760 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1760 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	O-360-A2A
Registered Owner:	JOSEPH P. KING AND R. CAMPBELL	Rated Power:	180 hp
Operator:	JOSEPH P. KING AND R. CAMPBELL	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	HKS, 341 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0935 CST	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	11° C / 1° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:	ROME, GA (RMG)	Type of Clearance:	None
Departure Time:	0900 CST	Type of Airspace:	Class D

Airport Information

Airport:	HAWKINS (HKS)	Runway Surface Type:	Asphalt
Airport Elevation:	341 ft	Runway Surface Condition:	Dry
Runway Used:	16	IFR Approach:	None
Runway Length/Width:	5386 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	TIMOTHY W MONVILLE	Report Date:	04/25/1988
Additional Participating Persons:			
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](#).