



National Transportation Safety Board Aviation Accident Data Summary

Location:	JACKSON, MS	Accident Number:	MIA87LA123
Date & Time:	04/01/1987, 0900 CST	Registration:	N7344A
Aircraft:	CESSNA A150M	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

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

Pilot Information

Certificate:	Private	Age:	70
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
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	Engines:	1 Reciprocating
Operator:	JOSEPH P. KING AND R. CAMPBELL	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	O-360-A2A
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	HKS, 341 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	12 knots / , 190°
Temperature:	11 °C	Visibility	15 Miles
Precipitation and Obscuration:			
Departure Point:	Destination: ROME, GA (RMG)		

Airport Information

Airport:	HAWKINS (HKS)	Runway Surface Type:	Asphalt
Runway Used:	16	Runway Surface Condition:	Dry
Runway Length/Width:	5386 ft / 150 ft		

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): TIMOTHY W MONVILLE

Adopted Date: 04/25/1988

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.

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