



## National Transportation Safety Board Aviation Accident Factual Report

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<b>Location:</b>	Montgomery, AL	<b>Accident Number:</b>	ATL03LA086
<b>Date &amp; Time:</b>	05/03/2003, 1745 EDT	<b>Registration:</b>	N2938J
<b>Aircraft:</b>	Cessna 150G	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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On May 3, 2003, at 1745 eastern daylight time, a Cessna 150G, N2938J, registered to Romanair Incorporated and operated by a private pilot, collided with a flock of geese while in cruise flight and conducted an emergency landing into a field near Montgomery, Alabama. The personal flight was operated under the provision of Title 14 CFR Part 91 and visual flight rules. Visual meteorological conditions prevailed and no flight plan was filed. The airplane was substantially damaged and the pilot received minor injuries. The flight departed Columbus Airport, Columbus, Georgia, at 1449, on May 3, 2003.

According to the pilot, during cruise flight at 4500 feet mean sea level, the airplane collided with a flock of geese and began to vibrate violently. The pilot made the decision to land the airplane and located a field for landing. A traffic pattern approach to land was made, and the pilot set the flaps at 20 degrees and slowed to 70 knots. Upon initial touchdown on the field, the pilot realized that the field was marshy, and rough, and attempted a go-around. The pilot stated he applied full power, but the airplane struggled to climb as the engine produced "2200 RPM, compared to the normal 2500 takeoff RPM." He noticed a clearing to the left of the airplane, and while turning in the direction of the clearing, the landing gear clipped a tree. The left wing collided with another tree sending the airplane into a severe yaw to the left. The airplane came to rest on the ground about 30 feet beyond the trees, inverted. The pilot transmitted distress calls over the Columbus Approach frequency and the National Guard frequency. A nearby Air National Guard helicopter was directed to the accident location and airlifted the pilot to a nearby hospital.

Examination of the airplane revealed the right and left wing spars were buckled. No mechanical or flight control malfunctions were reported by the pilot prior to the accident.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	19, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	08/15/2002
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	08/30/2002
<b>Flight Time:</b>	201 hours (Total, all aircraft), 44 hours (Total, this make and model), 175 hours (Pilot In Command, all aircraft), 44 hours (Last 90 days, all aircraft), 23 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N2938J
<b>Model/Series:</b>	150G	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	15065738
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	01/31/2003, 100 Hour	<b>Certified Max Gross Wt.:</b>	
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3445 Hours	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-200
<b>Registered Owner:</b>	Romanair Incorporated	<b>Rated Power:</b>	100 hp
<b>Operator:</b>	Daniel A. Wolcott	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	CSG, 397 ft msl	Distance from Accident Site:	30 Nautical Miles
Observation Time:	1453 EDT	Direction from Accident Site:	270°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	Broken / 8500 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.99 inches Hg	Temperature/Dew Point:	22° C / 17° C
Precipitation and Obscuration:			
Departure Point:	COLUMBUS, GA (CSG)	Type of Flight Plan Filed:	None
Destination:	Montgomery, AL (MGM)	Type of Clearance:	None
Departure Time:	1449 EDT	Type of Airspace:	Class G

## Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	32.300556, -86.384167

## Administrative Information

Investigator In Charge (IIC):	Eric H Alleyne
Additional Participating Persons:	Chuck Thompson; Birmingham FSDO; Birmingham, AL
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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .