



# National Transportation Safety Board Aviation Accident Final 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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## Analysis

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. 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 and left wing clipped the trees. 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.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The in-flight collision with birds that resulted in a partial loss of engine power, and subsequent in-flight collision with trees while maneuvering for an emergency landing.

## Findings

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Occurrence #1: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: CRUISE

### Findings

1. (C) OBJECT - BIRD(S)  
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Occurrence #2: LOSS OF ENGINE POWER(PARTIAL) - NONMECHANICAL  
Phase of Operation: CRUISE  
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Occurrence #3: FORCED LANDING  
Phase of Operation: DESCENT - EMERGENCY  
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Occurrence #4: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

### Findings

2. OBJECT - TREE(S)  
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Occurrence #5: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

### Findings

3. TERRAIN CONDITION - GROUND  
4. TERRAIN CONDITION - SWAMPY

## Factual Information

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

Aircraft Make:	Cessna	Registration:	N2938J
Model/Series:	150G	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	15065738
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	01/31/2003, 100 Hour	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3445 Hours	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	O-200
Registered Owner:	Romanair Incorporated	Rated Power:	100 hp
Operator:	Daniel A. Wolcott	Operating Certificate(s) Held:	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 **Report Date:** 09/01/2004

**Additional Participating Persons:** Chuck Thompson; Birmingham FSDO; Birmingham, AL

**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](mailto: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](#).