



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Midland, MI	<b>Accident Number:</b>	CHI04CA132
<b>Date &amp; Time:</b>	06/01/2004, 0915 EDT	<b>Registration:</b>	N959B
<b>Aircraft:</b>	Cessna 150	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None

**Flight Conducted Under:** Part 91: General Aviation - Instructional

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## Analysis

The airplane collided with the terrain following a loss of control during a go-around. The student reported he maintained an airspeed of 70 miles per hour with 20 degrees of flaps until he began the landing flare. He stated the airplane ballooned and drifted "slightly right" during the flare. He applied left aileron in an attempt to realign the airplane, but it veered to the left. He stated he then added full power at which time the airplane banked to the left. The left wing contacted the ground and the airplane cart wheeled, slid across a taxiway, and came to rest alongside a ditch. The student pilot stated he made 5 takeoffs and landing with his flight instructor on the morning of the accident. The accident occurred on the first solo landing of the day. The accident occurred on the student's second supervised solo flight. He reported having .5 hours of pilot in command flight time prior to this flight.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The student pilot failed to maintain control of the airplane during the go-around. A factor associated with the accident was the student's lack of experience.

## Findings

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Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: GO-AROUND (VFR)

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: GO-AROUND (VFR)

Findings

2. TERRAIN CONDITION - GROUND

## Factual Information

### Student Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	49, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 3	<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	14 hours (Total, all aircraft), 14 hours (Total, this make and model)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N959B
<b>Model/Series:</b>	150	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	17201
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	
<b>Date/Type of Last Inspection:</b>		<b>Certified Max Gross Wt.:</b>	
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>		<b>Engine Model/Series:</b>	O-200-A
<b>Registered Owner:</b>	Jeffrey L. Gordon	<b>Rated Power:</b>	
<b>Operator:</b>	Jeffrey L. Gordon	<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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	Midland, MI (3BS)	Type of Flight Plan Filed:	None
Destination:	Midland, MI (3BS)	Type of Clearance:	None
Departure Time:	EDT	Type of Airspace:	Class G

## Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:		IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	1 None	Latitude, Longitude:	43.663056, -84.261389

## Administrative Information

Investigator In Charge (IIC):	Pamela S Sullivan	Report Date:	09/01/2004
Additional Participating Persons:			
Publish Date:			
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
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:pubinquiry@ntsb.gov">pubinquiry@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> .		

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](#).