



National Transportation Safety Board Aviation Accident Data Summary

Location:	Willimantic, CT	Accident Number:	NYC05CA090
Date & Time:	06/01/2005, 1100 EDT	Registration:	N4606X
Aircraft:	Cessna 150G	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Analysis

After takeoff, the student pilot remained in the traffic pattern and intended to practice landings in the tail-wheeled airplane. During the student pilot's first landing attempt, the airplane bounced, and touched down with a "left crab." He attempted to straighten the airplane; however, it departed the left side of the runway and struck a fence. The student pilot reported 40 hours of total flight experience, which included about 30 hours in the same make and model as the accident airplane. He did not report any mechanical malfunctions.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The student pilot's improper recovery from a bounced landing and his failure to maintain directional control while landing.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (C) RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

3. OBJECT - FENCE

Student Pilot Information

Certificate:	Student	Age:	28
Airplane Rating(s):	None	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	40 hours (Total, all aircraft), 29 hours (Total, this make and model), 20 hours (Pilot In Command, all aircraft), 27 hours (Last 90 days, all aircraft), 21 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N4606X
Model/Series:	150G	Engines:	1 Reciprocating
Operator:	Joseph Kaulback	Engine Manufacturer:	Teledyne Continental
Operating Certificate(s) Held:	None	Engine Model/Series:	O-200A
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	IJD, 247 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Broken / 2600 ft agl	Wind Speed/Gusts, Direction:	3 knots / , 140°
Temperature:	17° C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	Willimantic, CT (IJD)	Destination:	(IJD)

Airport Information

Airport:	Windham (IJD)	Runway Surface Type:	Asphalt
Runway Used:	27	Runway Surface Condition:	Dry
Runway Length/Width:	4278 ft / 100 ft		

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:	41.743889, -72.180000		

Administrative Information

Investigator In Charge (IIC):	Luke Schiada	Adopted Date:	09/13/2005
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 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.