



# Aviation Investigation Final Report

<b>Location:</b>	Bemidgi, Minnesota	<b>Accident Number:</b>	GAA18CA293
<b>Date &amp; Time:</b>	May 21, 2018, 19:20 Local	<b>Registration:</b>	N5999T
<b>Aircraft:</b>	Cessna 150	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Instructional		

## Analysis

The student pilot reported that, during the landing roll, the airplane encountered a right crosswind gust, and the right wing lifted. He added that "the airplane sidestepped to the left and the left main landing gear wheel assembly separated, and the left-wing tip struck the ground." The left main landing gear strut contacted the runway surface, and the airplane skidded to a stop.

The airplane sustained substantial damage to the left main landing gear attachment points.

The METAR at the accident airport reported that, about the time of the accident, the wind was from 180° at 6 knots. The student landed the airplane on runway 13.

The student reported that there were no mechanical malfunctions or failures with the airplane that would have precluded normal operation. Photographs taken by the pilot during a postaccident examination revealed that an extension casting, which was part of the tailwheel conversion kit, failed where the two lower landing gear strut attachment bolts connect to the extension casting.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The student pilot's failure to maintain lateral control of the airplane during the landing roll, which resulted in a side load and subsequent failure of the left main landing gear extension casting.

## Findings

<b>Aircraft</b>	Lateral/bank control - Not attained/maintained
<b>Personnel issues</b>	Aircraft control - Student/instructed pilot

## Factual Information

### History of Flight

Landing	Other weather encounter
Landing	Loss of control on ground (Defining event)
Landing	Part(s) separation from AC

### Student pilot Information

Certificate:	Student	Age:	65,Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	June 30, 2017
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 70 hours (Total, all aircraft), 67 hours (Total, this make and model), 18 hours (Pilot In Command, all aircraft), 16 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N5999T
Model/Series:	150 D	Aircraft Category:	Airplane
Year of Manufacture:	1964	Amateur Built:	
Airworthiness Certificate:	Utility	Serial Number:	15060699
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	June 27, 2017 Annual	Certified Max Gross Wt.:	1600 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3461 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	O-200A
Registered Owner:		Rated Power:	100 Horsepower
Operator:		Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Dusk
<b>Observation Facility, Elevation:</b>	KBJI, 1392 ft msl	<b>Distance from Accident Site:</b>	1 Nautical Miles
<b>Observation Time:</b>	00:15 Local	<b>Direction from Accident Site:</b>	174°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	6 knots /	<b>Turbulence Type Forecast/Actual:</b>	/ None
<b>Wind Direction:</b>	180°	<b>Turbulence Severity Forecast/Actual:</b>	/ N/A
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	18°C / 5°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Bemidji, MN (BJI )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Bemidji, MN (BJI )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	18:44 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>	BEMIDJI RGNL BJI	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	1391 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	13	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	7004 ft / 150 ft	<b>VFR Approach/Landing:</b>	Full stop; Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	47.510833, -94.934722(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Hicks, Michael
<b>Additional Participating Persons:</b>	Ray Peterson; FAA; Minneapolis, MN
<b>Original Publish Date:</b>	March 18, 2019
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=97310">https://data.nts.gov/Docket?ProjectID=97310</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](#).