



# Aviation Investigation Final Report

<b>Location:</b>	Newburyport, Massachusetts	<b>Accident Number:</b>	GAA17CA326
<b>Date &amp; Time:</b>	June 4, 2017, 09:00 Local	<b>Registration:</b>	N6511S
<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 solo student pilot reported that, during the takeoff roll, the pilot's side window blew open as full power was applied. He added that he "reached over with [his] right hand to close [the] window," but as he did so, the airplane veered off the runway to the left into a wooded area and impacted terrain. The student pilot reported that he had noticed on previous flights that the window latch was loose and that he had planned to get it fixed but had not done so.

Both wings sustained substantial damage.

The student pilot reported that there were no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation.

## Probable Cause and Findings

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

The student pilot's decision to attempt to close the cockpit window during takeoff and his subsequent failure to maintain directional control.

## Findings

<b>Personnel issues</b>	Decision making/judgment - Student/instructed pilot
<b>Personnel issues</b>	Incorrect action selection - Student/instructed pilot
<b>Aircraft</b>	Directional control - Not attained/maintained
<b>Personnel issues</b>	Aircraft control - Pilot
<b>Personnel issues</b>	Preflight inspection - Student/instructed pilot

## Factual Information

### History of Flight

Takeoff	Miscellaneous/other
Takeoff	Loss of control on ground (Defining event)
Takeoff	Runway excursion
Takeoff	Collision with terr/obj (non-CFIT)

### Student pilot Information

Certificate:	Student	Age:	56,Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
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:	May 19, 2016
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 33 hours (Total, all aircraft), 33 hours (Total, this make and model), 1 hours (Pilot In Command, all aircraft), 5.5 hours (Last 90 days, all aircraft), 2.9 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N6511S
<b>Model/Series:</b>	150 H	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1967	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	15067311
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	November 7, 2016 Annual	<b>Certified Max Gross Wt.:</b>	1600 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	5498.4 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	C91A installed, not activated	<b>Engine Model/Series:</b>	O-200-A
<b>Registered Owner:</b>		<b>Rated Power:</b>	100 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KBVY, 107 ft msl	<b>Distance from Accident Site:</b>	13 Nautical Miles
<b>Observation Time:</b>	12:53 Local	<b>Direction from Accident Site:</b>	180°
<b>Lowest Cloud Condition:</b>		<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Broken / 20000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	5 knots /	<b>Turbulence Type Forecast/Actual:</b>	/ None
<b>Wind Direction:</b>	320°	<b>Turbulence Severity Forecast/Actual:</b>	/ N/A
<b>Altimeter Setting:</b>	29.96 inches Hg	<b>Temperature/Dew Point:</b>	19°C / 11°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Newburyport, MA (2B2 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Newburyport, MA (2B2 )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	09:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	PLUM ISLAND 2B2	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	11 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	28	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	2105 ft / 50 ft	<b>VFR Approach/Landing:</b>	None

## 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>	42.795276,-70.839447(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Gerhardt, Adam
<b>Additional Participating Persons:</b>	Michael Masterson; FAA/ FSDO; Boston, MA
<b>Original Publish Date:</b>	August 22, 2017
<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=95316">https://data.nts.gov/Docket?ProjectID=95316</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](#).