



Aviation Investigation Final Report

Location:	Painted Post, New York	Accident Number:	ERA24LA268
Date & Time:	June 12, 2024, 23:00 UTC	Registration:	N5309G
Aircraft:	Cessna 305	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot was concluding a short, uneventful flight from a nearby airport. The sun was setting directly in his line of sight while on final approach to land, with a 60-degree flap setting. The pilot described that he misjudged the landing flare and that the airplane bounced on landing. The pilot attempted to abort the landing; however, the airplane was unable to climb. Subsequently, the airplane veered to the right and then to the left, eventually departing the runway surface and coming to rest inverted in a ditch. During the runway excursion, the airplane's fuselage, wings, and engine mounts were substantially damaged. The pilot reported that there were no preimpact 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 pilot's failure to maintain directional control of the airplane during an aborted landing, which resulted in runway excursion and collision with a ditch.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Pilot
Environmental issues	Glare - Effect on personnel

Factual Information

History of Flight

Landing-aborted after touchdown	Loss of control on ground (Defining event)
Landing-aborted after touchdown	Runway excursion

Pilot Information

Certificate:	Private	Age:	64,
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	BasicMed Without waivers/limitations	Last FAA Medical Exam:	March 11, 2024
Occupational Pilot:	No	Last Flight Review or Equivalent:	April 21, 2024
Flight Time:	346.9 hours (Total, all aircraft), 218.6 hours (Total, this make and model), 260.5 hours (Pilot In Command, all aircraft), 15.2 hours (Last 90 days, all aircraft), 8.4 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Passenger Information

Certificate:	Age:
Airplane Rating(s):	Seat Occupied: Rear
Other Aircraft Rating(s):	Restraint Used: 3-point
Instrument Rating(s):	Second Pilot Present: No
Instructor Rating(s):	Toxicology Performed:
Medical Certification:	Last FAA Medical Exam:
Occupational Pilot:	Last Flight Review or Equivalent:
Flight Time:	

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N5309G
Model/Series:	305 A	Aircraft Category:	Airplane
Year of Manufacture:	1951	Amateur Built:	
Airworthiness Certificate:	Utility	Serial Number:	21656
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	August 25, 2023 Annual	Certified Max Gross Wt.:	2430 lbs
Time Since Last Inspection:	39.8 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	6069.3 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-470-11
Registered Owner:	On file	Rated Power:	213 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	ELM, 936 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	18:53 Local	Direction from Accident Site:	98°
Lowest Cloud Condition:	Few / 7000 ft AGL	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	20°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.98 inches Hg	Temperature/Dew Point:	24°C / 12°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Elmira, NY (ELM)	Type of Flight Plan Filed:	None
Destination:	Painted Post, NY	Type of Clearance:	VFR
Departure Time:	18:50 Local	Type of Airspace:	Class G

Airport Information

Airport:	Corning-Painted Post Airport 7N1	Runway Surface Type:	Asphalt
Airport Elevation:	962 ft msl	Runway Surface Condition:	Dry
Runway Used:	31	IFR Approach:	None
Runway Length/Width:	3269 ft / 75 ft	VFR Approach/Landing:	Go around

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	42.179597,-77.121074(est)

Administrative Information

Investigator In Charge (IIC):	Stratton, Lauren
Additional Participating Persons:	Kurt Hathaway; FAA/FSDO; Rochester, NY
Original Publish Date:	July 25, 2024
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=194506

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