



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

# Aviation Investigation Final Report

<b>Location:</b>	Pink Hill, North Carolina	<b>Accident Number:</b>	ERA23LA348
<b>Date &amp; Time:</b>	August 23, 2023, 16:30 Local	<b>Registration:</b>	N8474J
<b>Aircraft:</b>	Cessna 150	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Landing area undershoot	<b>Injuries:</b>	2 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The private pilot and mechanic were performing at flight following the completion of an annual inspection. After takeoff the pilot flew in the airport traffic pattern, departed the area, then elected to return. While on final approach to land, when the airplane was about 30 ft from the runway threshold, the pilot stated that the airplane was struck by a downdraft. He reported briefly hearing the stall warning horn but did not recall if he applied power adding, "I guess I froze." The airplane struck the ground short of the runway in a bean field, collided with a ditch, then nosed over coming to rest inverted on the runway. The vertical stabilizer was substantially damaged. The pilot reported there was no preimpact mechanical malfunctions or failures of 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 inadequate compensation for prevailing wind conditions during the landing approach, which resulted in the airplane contacting the ground short of the runway.

## Findings

<b>Environmental issues</b>	Downdraft - Response/compensation
<b>Aircraft</b>	Descent/approach/glide path - Not attained/maintained

## Factual Information

### History of Flight

<b>Landing-flare/touchdown</b>	Landing area undershoot (Defining event)
<b>Landing-flare/touchdown</b>	Nose over/nose down

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	58,Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Lap only
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	BasicMed	<b>Last FAA Medical Exam:</b>	March 16, 1993
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	July 20, 1993
<b>Flight Time:</b>	160 hours (Total, all aircraft), 160 hours (Pilot In Command, all aircraft), 3 hours (Last 90 days, all aircraft)		

### Pilot-rated passenger Information

<b>Certificate:</b>	Private	<b>Age:</b>	68,Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Unknown
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 3 With waivers/limitations	<b>Last FAA Medical Exam:</b>	March 22, 2016
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	(Estimated) 1200 hours (Total, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N8474J
<b>Model/Series:</b>	150 G	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1967	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Utility	<b>Serial Number:</b>	15066374
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	August 14, 2023 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>	5369 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-200A
<b>Registered Owner:</b>	On file	<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>	KDPL, 137 ft msl	<b>Distance from Accident Site:</b>	15 Nautical Miles
<b>Observation Time:</b>	16:25 Local	<b>Direction from Accident Site:</b>	252°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	7 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	Unknown / Unknown
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	Unknown / Unknown
<b>Altimeter Setting:</b>	30.04 inches Hg	<b>Temperature/Dew Point:</b>	30°C / 12°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Pink Hill, NC	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Pink Hill, NC	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	Howard Field NONE	<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>	120 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	08	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	2800 ft / 200 ft	<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Minor	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 Minor	<b>Latitude, Longitude:</b>	35.07575,-77.696028

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Monville, Timothy
<b>Additional Participating Persons:</b>	Corey Paczkowski; FAA/FSDO; Greensboro, NC
<b>Original Publish Date:</b>	December 7, 2023
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=192935">https://data.nts.gov/Docket?ProjectID=192935</a>

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).