



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Sussex, New Jersey	Accident Number:	ERA24LA182
Date & Time:	April 16, 2024, 11:45 Local	Registration:	N150RZ
Aircraft:	Cessna 150L	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The student pilot was performing a solo, cross-country flight. As he approached his destination airport, he checked the weather and reported that there were “no winds.” He set up for an approach to runway 3 since another airplane in the traffic pattern had completed an approach to the same runway. He flew the final approach at 70 mph. As he crossed the runway threshold, the airplane was about 5 feet to the right of centerline. He attempted to correct with left rudder; however, the airplane continued to drift to the right. He was no longer over the runway surface, so he elected to perform a go-around. He added full throttle and pushed on the yoke. The stall warning horn immediately activated, the airplane lost all lift, rotated to the left, and collided with the ground. The left wing hit the ground first, followed by the nose. The pilot egressed the airplane with minor injuries. An inspector with the Federal Aviation Administration reported substantial damage to both wings and the forward fuselage. The pilot reported that there were no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation. Airport surveillance video captured the event and was consistent with the pilot’s account. Although the pilot reported calm wind, recorded weather at the airport before and immediately after the accident indicated a gusting left crosswind.

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 airplane control during a go-around attempt in a gusting left crosswind, resulting in an aerodynamic stall and collision with terrain.

Findings

Aircraft	Pitch control - Not attained/maintained
Personnel issues	Aircraft control - Student/instructed pilot

Factual Information

History of Flight

Approach-VFR go-around	Loss of control in flight (Defining event)
Approach-VFR go-around	Aerodynamic stall/spin
Uncontrolled descent	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Student	Age:	585, Male
Airplane Rating(s):	None	Seat Occupied:	Left
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:	Class 3 With waivers/limitations	Last FAA Medical Exam:	February 2, 2023
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	106 hours (Total, all aircraft), 18 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N150RZ
Model/Series:	150L	Aircraft Category:	Airplane
Year of Manufacture:	1974	Amateur Built:	
Airworthiness Certificate:	Utility	Serial Number:	15074929
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	September 1, 2023 Annual	Certified Max Gross Wt.:	1600 lbs
Time Since Last Inspection:	79 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4158 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	O-200-A
Registered Owner:	On file	Rated Power:	100 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:	KFWN, 421 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	11:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots / 19 knots	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	310°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.16 inches Hg	Temperature/Dew Point:	17°C / -1°C
Precipitation and Obscuration:			
Departure Point:	Poughkeepsie, NY (POU)	Type of Flight Plan Filed:	None
Destination:	Sussex, NJ	Type of Clearance:	VFR
Departure Time:	11:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	Sussex Airport FWN	Runway Surface Type:	Asphalt
Airport Elevation:	421 ft msl	Runway Surface Condition:	Dry
Runway Used:	3	IFR Approach:	None
Runway Length/Width:	3506 ft / 75 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	41.200214,-74.623035(est)

Administrative Information

Investigator In Charge (IIC):	Hicks, Ralph
Additional Participating Persons:	Nick Geiser; FAA/FSDO; Allentown, PA
Original Publish Date:	June 21, 2024
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=194103

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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](#).