



Aviation Investigation Final Report

Location:	Atlanta, Georgia	Accident Number:	ERA24LA019
Date & Time:	October 25, 2023, 09:57 Local	Registration:	N7981E
Aircraft:	Cessna 150	Aircraft Damage:	Substantial
Defining Event:	Nose over/nose down	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The flight instructor and the student pilot were landing the tailwheel-equipped airplane at the destination airport. The flight instructor described that the student's wheel landing was at the proper speed and aligned with the runway, but with a slight left drift. The student applied right rudder along with (inadvertent) right brake pressure. The flight instructor announced "I have the aircraft" but felt significant resistance on the flight controls. He repeated the call as the airplane approached the right side of the runway. As the airplane progressed toward the grass off the side of the runway, the flight instructor again verbalized that he was trying to take control of the airplane as the student pilot applied both brakes. The airplane then abruptly stopped and nosed over. The airplane's vertical stabilizer was substantially damaged during the accident. The flight instructor reported that there were 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 flight instructor's inadequate remedial action and the student pilot's failure to relinquish the flight controls as directed by the flight instructor, resulting in a loss of control and nose over.

Findings

Aircraft	Landing gear brakes system - Incorrect use/operation
Personnel issues	Lack of action - Student/instructed pilot
Personnel issues	Lack of action - Instructor/check pilot

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground
Landing-landing roll	Nose over/nose down (Defining event)

Pilot Information

Certificate:	Airline transport; Commercial; Flight instructor	Age:	53,Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine; Instrument airplane	Toxicology Performed:	
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	September 12, 2023
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	October 23, 2023
Flight Time:	16760 hours (Total, all aircraft), 250 hours (Total, this make and model), 9000 hours (Pilot In Command, all aircraft), 135 hours (Last 90 days, all aircraft), 45 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Student pilot Information

Certificate:	None	Age:	32,Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	September 12, 2023
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 12 hours (Total, all aircraft), 12 hours (Total, this make and model), 12 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N7981E
Model/Series:	150 Undesignated Series	Aircraft Category:	Airplane
Year of Manufacture:	1959	Amateur Built:	
Airworthiness Certificate:	Utility	Serial Number:	17781
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	September 2, 2023 Annual	Certified Max Gross Wt.:	1500 lbs
Time Since Last Inspection:	6 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4589 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	C91A installed, not activated	Engine Model/Series:	O-200-A2
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:	KCCO, 970 ft msl	Distance from Accident Site:	0.22 Nautical Miles
Observation Time:	09:55 Local	Direction from Accident Site:	321°
Lowest Cloud Condition:	Scattered / 4200 ft AGL	Visibility	10 miles
Lowest Ceiling:	Overcast / 5000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	Unknown / None
Wind Direction:	100°	Turbulence Severity Forecast/Actual:	Unknown / N/A
Altimeter Setting:	30.39 inches Hg	Temperature/Dew Point:	14°C / 9°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Luthersville, GA (1GA2)	Type of Flight Plan Filed:	None
Destination:	Atlanta, GA	Type of Clearance:	None
Departure Time:	09:45 Local	Type of Airspace:	Class G

Airport Information

Airport:	Newnan Coweta County Airport CCO	Runway Surface Type:	Asphalt
Airport Elevation:	970 ft msl	Runway Surface Condition:	Dry
Runway Used:	33	IFR Approach:	None
Runway Length/Width:	5500 ft / 100 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	33.308787,-84.766841(est)

Administrative Information

Investigator In Charge (IIC):	Monville, Timothy
Additional Participating Persons:	David Detscher; FAA/FSDO; Hapeville, GA
Original Publish Date:	January 4, 2024
Last Revision Date:	February 7, 2024
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=193301

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).