



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Pink Hill, North Carolina	Accident Number:	ERA23LA348
Date & Time:	August 23, 2023, 16:30 Local	Registration:	N8474J
Aircraft:	Cessna 150	Aircraft Damage:	Substantial
Defining Event:	Landing area undershoot	Injuries:	2 Minor
Flight Conducted Under:	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

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

Factual Information

History of Flight

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

Pilot Information

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

Pilot-rated passenger Information

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

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N8474J
Model/Series:	150 G	Aircraft Category:	Airplane
Year of Manufacture:	1967	Amateur Built:	
Airworthiness Certificate:	Utility	Serial Number:	15066374
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	August 14, 2023 Annual	Certified Max Gross Wt.:	1600 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	5369 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-200A
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:	KDPL, 137 ft msl	Distance from Accident Site:	15 Nautical Miles
Observation Time:	16:25 Local	Direction from Accident Site:	252°
Lowest Cloud Condition:	Clear	Visibility	7 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	Unknown / Unknown
Wind Direction:		Turbulence Severity Forecast/Actual:	Unknown / Unknown
Altimeter Setting:	30.04 inches Hg	Temperature/Dew Point:	30°C / 12°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Pink Hill, NC	Type of Flight Plan Filed:	None
Destination:	Pink Hill, NC	Type of Clearance:	None
Departure Time:		Type of Airspace:	

Airport Information

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

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Monville, Timothy
Additional Participating Persons:	Corey Paczkowski; FAA/FSDO; Greensboro, NC
Original Publish Date:	December 7, 2023
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=192935

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](#).