



# Aviation Investigation Final Report

<b>Location:</b>	Willis, Michigan	<b>Accident Number:</b>	CEN25LA026
<b>Date &amp; Time:</b>	October 21, 2024, 15:45 Local	<b>Registration:</b>	N51046
<b>Aircraft:</b>	Cessna 150	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Runway excursion	<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported that he decided to utilize a known closed runway to land at the airport, due to the wind conditions. During the approach to the dry turf runway, he reported the airplane was “considerably too high and almost certainly too fast.” The pilot deployed full flaps, and the airplane started to descend “steeply” toward the end of the runway. When the airplane touched down on the runway, it bounced, and the airplane departed the runway straight ahead. The airplane crossed a road and impacted several trees next to a home. The airplane came to rest upright, and the pilot was able to egress from the airplane without further incident. The airplane sustained substantial damage to both wings.

The pilot reported that there were no preimpact mechanical malfunctions or failures with the airframe or the engine that would have precluded normal operation. The pilot further reported that during the approach, he should have performed a go-around and established a stabilized approach. According to the Federal Aviation Administration Airport/Facility Directory, the runway the pilot selected to use is not listed for use at the airport.

## 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 a stabilized approach, that resulted in a runway excursion and subsequent collision with trees. Contributing to the accident, was the pilot’s decision to attempt to land to a closed runway.

## Findings

<b>Personnel issues</b>	Incorrect action selection - Pilot
<b>Personnel issues</b>	Aircraft control - Pilot
<b>Personnel issues</b>	Decision making/judgment - Pilot
<b>Aircraft</b>	Descent/approach/glide path - Not attained/maintained

## Factual Information

### History of Flight

Landing	Runway excursion (Defining event)
Landing	Collision during takeoff/land

### Pilot Information

Certificate:	Private	Age:	75, 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:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	BasicMed With waivers/limitations	Last FAA Medical Exam:	June 1, 2021
Occupational Pilot:	No	Last Flight Review or Equivalent:	April 14, 2023
Flight Time:	(Estimated) 626.1 hours (Total, all aircraft), 545.8 hours (Total, this make and model)		

### Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N51046
Model/Series:	150 J	Aircraft Category:	Airplane
Year of Manufacture:	1968	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	15069726
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	May 17, 2022 Annual	Certified Max Gross Wt.:	1600 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	6361.8 Hrs at time of accident	Engine Manufacturer:	Continental Motors
ELT:	C91 installed	Engine Model/Series:	O-200A
Registered Owner:	On file	Rated Power:	100 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None
Operator Does Business As:	On file	Operator Designator Code:	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>	KYIP,708 ft msl	<b>Distance from Accident Site:</b>	4 Nautical Miles
<b>Observation Time:</b>	14:53 Local	<b>Direction from Accident Site:</b>	13°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	13 knots /	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	250°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	30.19 inches Hg	<b>Temperature/Dew Point:</b>	27°C / 5°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Howell, MI (OZW)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Willis, MI	<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>	15:30 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	BELLEVILLE 43G	<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>	695 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>		<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<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>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Minor	<b>Latitude, Longitude:</b>	42.174056,-83.545532(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Hodges, Michael
<b>Additional Participating Persons:</b>	Jeffery Essenmacher; FAA East Michigan FSDO; Belleville, MI
<b>Original Publish Date:</b>	January 3, 2025
<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.ntsb.gov/Docket?ProjectID=195366">https://data.ntsb.gov/Docket?ProjectID=195366</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](#).