



# Aviation Investigation Final Report

<b>Location:</b>	Painted Post, New York	<b>Accident Number:</b>	ERA24LA268
<b>Date &amp; Time:</b>	June 12, 2024, 23:00 UTC	<b>Registration:</b>	N5309G
<b>Aircraft:</b>	Cessna 305	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot was concluding a short, uneventful flight from a nearby airport. The sun was setting directly in his line of sight while on final approach to land, with a 60-degree flap setting. The pilot described that he misjudged the landing flare and that the airplane bounced on landing. The pilot attempted to abort the landing; however, the airplane was unable to climb. Subsequently, the airplane veered to the right and then to the left, eventually departing the runway surface and coming to rest inverted in a ditch. During the runway excursion, the airplane's fuselage, wings, and engine mounts were substantially damaged. The pilot reported that there were no preimpact mechanical malfunctions or failures with 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 failure to maintain directional control of the airplane during an aborted landing, which resulted in runway excursion and collision with a ditch.

## Findings

<b>Aircraft</b>	Directional control - Not attained/maintained
<b>Personnel issues</b>	Aircraft control - Pilot
<b>Environmental issues</b>	Glare - Effect on personnel

## Factual Information

### History of Flight

Landing-aborted after touchdown	Loss of control on ground (Defining event)
Landing-aborted after touchdown	Runway excursion

### Pilot Information

Certificate:	Private	Age:	64,
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
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:	BasicMed Without waivers/limitations	Last FAA Medical Exam:	March 11, 2024
Occupational Pilot:	No	Last Flight Review or Equivalent:	April 21, 2024
Flight Time:	346.9 hours (Total, all aircraft), 218.6 hours (Total, this make and model), 260.5 hours (Pilot In Command, all aircraft), 15.2 hours (Last 90 days, all aircraft), 8.4 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Passenger Information

Certificate:	Age:
Airplane Rating(s):	Seat Occupied: Rear
Other Aircraft Rating(s):	Restraint Used: 3-point
Instrument Rating(s):	Second Pilot Present: No
Instructor Rating(s):	Toxicology Performed:
Medical Certification:	Last FAA Medical Exam:
Occupational Pilot:	Last Flight Review or Equivalent:
Flight Time:	

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N5309G
<b>Model/Series:</b>	305 A	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1951	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Utility	<b>Serial Number:</b>	21656
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	August 25, 2023 Annual	<b>Certified Max Gross Wt.:</b>	2430 lbs
<b>Time Since Last Inspection:</b>	39.8 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	6069.3 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-470-11
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	213 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>	ELM, 936 ft msl	<b>Distance from Accident Site:</b>	10 Nautical Miles
<b>Observation Time:</b>	18:53 Local	<b>Direction from Accident Site:</b>	98°
<b>Lowest Cloud Condition:</b>	Few / 7000 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>		<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	8 knots /	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	20°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	29.98 inches Hg	<b>Temperature/Dew Point:</b>	24°C / 12°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Elmira, NY (ELM)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Painted Post, NY	<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>	18:50 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	Corning-Painted Post Airport 7N1	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	962 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	31	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3269 ft / 75 ft	<b>VFR Approach/Landing:</b>	Go around

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	42.179597,-77.121074(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Stratton, Lauren
<b>Additional Participating Persons:</b>	Kurt Hathaway; FAA/FSDO; Rochester, NY
<b>Original Publish Date:</b>	July 25, 2024
<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=194506">https://data.nts.gov/Docket?ProjectID=194506</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](#).