



National Transportation Safety Board Aviation Accident Final Report

Location:	LOVINGSTON, VA	Accident Number:	BFO96LA030
Date & Time:	12/01/1995, 1430 EST	Registration:	N84460
Aircraft:	Cessna 172K	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot reported that he was landing on runway 3 at a private airport, and the wind was from 240 degrees at 10 gusting 20 knots. According to the pilot, the runway was a grass strip about 1,400 feet long. He reported that the airplane touched down about one third of the way down the grass strip, and he was unable to stop on the remaining runway. Subsequently, the airplane went off the departure end of the runway, down an embankment, and into brush and trees. An FAA inspector examined the airplane after the accident and reported that there was no evidence of a preimpact mechanical malfunction.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's improper planning/decision during the approach/landing phase of flight. Related factors were: the pilot's selection of the wrong runway, and the gusty tailwind conditions.

Findings

Occurrence #1: OVERRUN

Phase of Operation: LANDING - ROLL

Findings

1. (C) PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - GRASS
3. (F) WEATHER CONDITION - GUSTS
4. (F) WEATHER CONDITION - TAILWIND
5. (F) WRONG RUNWAY - SELECTED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Findings

6. TERRAIN CONDITION - DROP-OFF/DESCENDING EMBANKMENT
7. TERRAIN CONDITION - HIGH VEGETATION

Factual Information

On December 1, 1995, at about 1430 eastern standard time, a Cessna 172K, N84460, sustained substantial damage when it ran off the departure end of the runway while landing at a private grass strip in Lovingston, Virginia. The private pilot, the sole occupant, was not injured. Visual meteorological conditions prevailed, no flight plan was filed. The personal flight was conducted under 14 CFR 91 and originated at Palmyra, Virginia, at about 1400.

The pilot reported that he set up for the recommended approach to runway 3. He stated that "...winds were [out of approximately] 240 degrees at 10 knots gusting to 20 knots. I landed about one third down the runway, but was unable to stop before reaching the end, and went over the embankment, down a small hill into brush and trees."

According to a Federal Aviation Administration (FAA) Safety Inspector, the pilot reported that he was practicing landings at the grass strip when the accident occurred. The FAA Safety Inspector stated that the airplane was examined at the accident site and there was no evidence of preimpact mechanical malfunction. The pilot reported that the grass runway was 1,400 feet long, and that there was no mechanical malfunction.

Pilot Information

Certificate:	Private	Age:	42, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	07/07/1994
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	527 hours (Total, all aircraft), 508 hours (Total, this make and model), 437 hours (Pilot In Command, all aircraft), 38 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N84460
Model/Series:	172K 172K	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	17258479
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	10/06/1995, Annual	Certified Max Gross Wt.:	2300 lbs
Time Since Last Inspection:	20 Hours	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-320-E2D
Registered Owner:	MARK E SKINNER	Rated Power:	150 hp
Operator:	MARK E SKINNER	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	CHO, 641 ft msl	Distance from Accident Site:	50 Nautical Miles
Observation Time:	1357 EST	Direction from Accident Site:	60°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	20 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots / 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	20° C / 0° C
Precipitation and Obscuration:			
Departure Point:	PALMYRA, VA (77VA)	Type of Flight Plan Filed:	None
Destination:	, VA (8VA6)	Type of Clearance:	VFR
Departure Time:	1400 EST	Type of Airspace:	Class G

Airport Information

Airport:	LOVINGSTON (8VA6)	Runway Surface Type:	Grass/turf
Airport Elevation:	840 ft	Runway Surface Condition:	Dry
Runway Used:	3	IFR Approach:	None
Runway Length/Width:	1400 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	BEVERLEY DRAKE-NURSE,	Report Date:	01/17/1997
Additional Participating Persons:	AUBREY MC CLEAN; SANDSTON, VA		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.ntsbt.gov/pubdms/ .		

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