



National Transportation Safety Board Aviation Accident Data Summary

Location:	FUQUAY-VARINA, NC	Accident Number:	ATL93LA045
Date & Time:	01/01/1993, 1830 EST	Registration:	N714XN
Aircraft:	CESSNA 152	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Analysis

THE STUDENT PILOT HAD PLANNED A SOLO CROSS COUNTRY IN PREPARATION FOR THE PRIVATE PILOT CERTIFICATE. WHEN HE REACHED HIS FIRST DESTINATION AIRPORT, HE COULD NOT OBTAIN FUEL BECAUSE OF THE NEW YEARS HOLIDAY. HE FLEW TO ANOTHER NEARBY AIRPORT, AND HE COULD NOT OBTAIN FUEL THERE EITHER. FINALLY HE WAS ABLE TO LOCATE AN OPEN FBO AND PROCEEDED THERE FOR FUEL. HE INFORMED HIS INSTRUCTOR VIA TELEPHONE THAT HE HAD BEEN DELAYED AND ASKED FOR SOMEONE TO FLY DOWN AND PICK HIM UP, SINCE HE MIGHT NOT MAKE IT BACK PRIOR TO SUNSET. THE INSTRUCTOR TOLD HIM TO FUEL THE AIRPLANE AND RETURN HOME. DURING THE RETURN LEG, IT BECAME DARK. WHILE ESTABLISHED ON FINAL APPROACH FOR LANDING, THE AIRPLANE COLLIDED WITH TREES LOCATED UNDER THE FINAL APPROACH COURSE. THE PILOT LATER REPORTED THAT HE NEVER SAW THE TREES, AND HE FAILED TO UTILIZE THE AIRCRAFT LANDING LIGHT. THE PILOT HAD A TOTAL FLIGHT TIME OF 57 HOURS, INCLUDING 3 AT HOURS AT NIGHT. HIS PREVIOUS NIGHT FLIGHT WAS FLOWN 5 MONTHS PRIOR TO THE ACCIDENT.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE POOR JUDGEMENT OF THE FLIGHT INSTRUCTOR IN ALLOWING HIS STUDENT TO RETURN FROM A CROSS COUNTRY AT NIGHT, AND THE STUDENT PILOT'S FAILURE TO MAINTAIN A PROPER ALTITUDE ON FINAL APPROACH. FACTORS WERE THE DARK NIGHT CONDITIONS, THE TREES BELOW THE FINAL APPROACH PATH, THE FAILURE OF THE PILOT TO UTILIZE THE AIRCRAFT LANDING LIGHT, AND THE STUDENT PILOT'S LACK OF TOTAL EXPERIENCE IN NIGHT FLYING.

Findings

Occurrence #1: UNDERSHOOT
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (F) LIGHT CONDITION - DARK NIGHT
2. (F) OBJECT - TREE(S)
3. (C) JUDGMENT - POOR - FLIGHT INSTRUCTOR(ON GROUND)
4. (F) LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
5. (F) LANDING LIGHTS - NOT USED - PILOT IN COMMAND
6. (C) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Pilot Information

Certificate:	Student	Age:	26
Airplane Rating(s):	None	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	57 hours (Total, all aircraft), 53 hours (Total, this make and model), 13 hours (Last 90 days, all aircraft), 13 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N714XN
Model/Series:	152 152	Engines:	1 Reciprocating
Operator:	RON'S AIRCRAFT SERVICE	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	O-235-L2C
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	RDU, 437 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	9 knots / , 350°
Temperature:	10° C	Visibility	15 Miles
Precipitation and Obscuration:			
Departure Point:	N. MYRTLE BEACH, SC (CRE)	Destination:	

Airport Information

Airport:	TRIPLE W AIRPARK (5W5)	Runway Surface Type:	Asphalt
Runway Used:	34	Runway Surface Condition:	Dry
Runway Length/Width:	3004 ft / 70 ft		

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): RALPH E HICKS

Adopted Date: 10/25/1993

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 pubinq@ntsb.gov, or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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