



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	TUSKEGEE, AL	<b>Accident Number:</b>	ATL93LA100
<b>Date &amp; Time:</b>	06/01/1993, 2100 CDT	<b>Registration:</b>	N64206
<b>Aircraft:</b>	CESSNA 172	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

ACCORDING TO THE PILOT, WHILE ON APPROACH TO THE DIMLY LIGHTED RUNWAY, HE DISCOVERED THAT THE AIRCRAFT LANDING LIGHT WOULD NOT COME ON. HIS RESEARCH OF THE PROBLEM DISCLOSED THAT THE LANDING LIGHT CIRCUIT BREAKER HAD POPPED, BUT AFTER RESETTNG THE BREAKER, THE LANDING LIGHT STILL FAILED TO OPERATE. THE PILOT ELECTED TO CONTINUE THE APPROACH TO A LIGHTED AREA ON THE AIRPORT. THE AIRPLANE TOUCHED DOWN IN THE GRASS BETWEEN THE RUNWAY AND TAXIWAY, AND COLLIDED WITH A DEPRESSION IN THE GRASSY AREA.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO ESTABLISH A FINAL APPROACH COURSE TO THE RUNWAY SURFACE DURING A NIGHT LANDING. A FACTOR WAS THE INOPERATIVE AIRCRAFT LANDING LIGHT.

## Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation: APPROACH - VFR PATTERN - BASE LEG/BASE TO FINAL

### Findings

1. (F) LANDING LIGHT(S) - INOPERATIVE  
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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: LANDING - ROLL

### Findings

2. (C) IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND

## Pilot Information

Certificate:	Private	Age:	38
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	119 hours (Total, all aircraft), 80 hours (Total, this make and model), 46 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft), 19 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N64206
Model/Series:	172 172	Engines:	1 Reciprocating
Operator:	AIR TUSKEGEE LIMITED	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	O-320-E2D
Flight Conducted Under:	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	AUO, 776 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	4 knots / , 360°
Temperature:	18°C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	(06A)	Destination:	(06A)

## Airport Information

Airport:	TUSKEGEE MUNICIPAL (06A)	Runway Surface Type:	Asphalt
Runway Used:	31	Runway Surface Condition:	Dry
Runway Length/Width:	5003 ft / 150 ft		

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC): PHILLIP POWELL      Adopted Date: 12/02/1994

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](mailto: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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The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.