



National Transportation Safety Board Aviation Accident Final Report

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| Location: | MT. GILEAD, OH | Accident Number: | NYC94LA003 |
| Date & Time: | 10/01/1993, 2100 EDT | Registration: | N736RZ |
| Aircraft: | CESSNA 172 | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 4 None |

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE PILOT COULD NOT ACTIVATE THE RUNWAY LIGHTS DURING A NIGHT LANDING. HE MADE TWO PASSES OVER THE RUNWAY TO SEE IF THE RUNWAY WAS CLEAR. HE THEN ELECTED TO LAND ON THE RUNWAY WITHOUT THE RUNWAY LIGHTS AVAILABLE. HE HAD COMPLETED THE LANDING AND DURING THE ROLL OUT THE LEFT HORIZONTAL STABILIZER STRUCK THE VASI LIGHT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's improper inflight decision to conduct a night landing at an airport without runway lights, and the subsequent misalignment with the runway and collision with an object.

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

1. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. (F) PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

On Friday, October 1, 1993, at about 2100 eastern daylight time, a Cessna 172, N736RZ, collided with a VASI light while landing at the Mt. Gilead Airport, Mt. Gilead, Ohio. The airplane was substantially damaged. The pilot and the three passengers were not injured. Visual meteorological conditions prevailed at the time, and no flight plan had been filed. The flight was being conducted under 14 CFR 91.

The pilot had completed a night landing and heard a "thump." After deplaning, he observed damage to the left horizontal stabilizer. Further investigation revealed that the airplane had collided with VASI lights located off the side of the runway in the vicinity of the touchdown zone.

According to the pilot's statement on the NTSB Form 6120.1/2:

...runway lights not on UNICOM frequency, was not able to activate lights. Made 2 passes to check runway, landed runway 28...on flair landing lights raised, not illuminating runway. On roll out horizontal stabilizer struck VASI light...

Pilot Information

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|----------------------------------|--|-------------------------------|----------------------------|
| Certificate: | Private | Age: | 26, Male |
| Airplane Rating(s): | Single-engine Land | Seat Occupied: | Left |
| Other Aircraft Rating(s): | None | Restraint Used: | Seatbelt, Shoulder harness |
| Instrument Rating(s): | None | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Class 2 Valid Medical--no waivers/lim. | Last FAA Medical Exam: | 10/04/1993 |
| Occupational Pilot: | Last Flight Review or Equivalent: | | |
| Flight Time: | 553 hours (Total, all aircraft), 91 hours (Total, this make and model), 490 hours (Pilot In Command, all aircraft), 6 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft) | | |

Aircraft and Owner/Operator Information

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|-------------------------------|--------------------------|--------------------------------|-----------------|
| Aircraft Make: | CESSNA | Registration: | N736RZ |
| Model/Series: | 172 172 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | No |
| Airworthiness Certificate: | Normal | Serial Number: | 1722741 |
| Landing Gear Type: | Tricycle | Seats: | 4 |
| Date/Type of Last Inspection: | 02/02/1993, Annual | Certified Max Gross Wt.: | 2550 lbs |
| Time Since Last Inspection: | 50 Hours | Engines: | 1 Reciprocating |
| Airframe Total Time: | 1770 Hours | Engine Manufacturer: | CONTINENTAL |
| ELT: | Installed, not activated | Engine Model/Series: | IO-360-K |
| Registered Owner: | MIKE WALSH | Rated Power: | 195 hp |
| Operator: | JUDSON R. ASHLEY | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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|----------------------------------|-------------------------|--------------------------------------|------------------|
| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Night/Bright |
| Observation Facility, Elevation: | , 0 ft msl | Distance from Accident Site: | 0 Nautical Miles |
| Observation Time: | 0000 | Direction from Accident Site: | 0° |
| Lowest Cloud Condition: | Scattered / 6000 ft agl | Visibility | 10 Miles |
| Lowest Ceiling: | Unknown / 0 ft agl | Visibility (RVR): | 0 ft |
| Wind Speed/Gusts: | 10 knots / 15 knots | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 240° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | | Temperature/Dew Point: | 18° C |
| Precipitation and Obscuration: | | | |
| Departure Point: | ELIZABETHTOWN, TN (0A9) | Type of Flight Plan Filed: | None |
| Destination: | | Type of Clearance: | None |
| Departure Time: | 1900 CDT | Type of Airspace: | |

Airport Information

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|----------------------|---------------------|---------------------------|-----------|
| Airport: | MORROW COUNTY (4I9) | Runway Surface Type: | Asphalt |
| Airport Elevation: | 1085 ft | Runway Surface Condition: | Dry |
| Runway Used: | 28 | IFR Approach: | |
| Runway Length/Width: | 3497 ft / 65 ft | VFR Approach/Landing: | Full Stop |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|-------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | 3 None | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 4 None | Latitude, Longitude: | |

Administrative Information

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|--|--|---------------------|------------|
| Investigator In Charge (IIC): | ALAN J YURMAN | Report Date: | 06/30/1994 |
| Additional Participating Persons: | THIEL LEE; COLUMBUS, OH | | |
| 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.nts.gov/pubdms/ . | | |

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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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).