



National Transportation Safety Board Aviation Accident Final Report

Location:	AMELIA, VA	Accident Number:	BF092LA053
Date & Time:	05/01/1992, 1045 EDT	Registration:	N20209
Aircraft:	CESSNA 172M	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Serious

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

TWO FLIGHT INSTRUCTORS WERE ABOARD. ACCORDING TO THE AIRPLANE OPERATOR, THE PURPOSE OF THE FLIGHT WAS TO CONDUCT A BIENNIAL FLIGHT REVIEW. A SHORT FIELD LANDING WAS ATTEMPTED ON A 2100 FOOT LONG GRASS STRIP. A LANDING WAS MADE AT AN APPROACH SPEED OF 70 MPH, USING FULL FLAPS. DURING THE LANDING, A DECISION WAS MADE TO ABORT THE LANDING BECAUSE THE AIRPLANE WAS NOT ADEQUATELY DECELERATING AND INSUFFICIENT RUNWAY LENGTH REMAINED. ENGINE POWER WAS INCREASED TO ABORT THE LANDING, AND THE AIRPLANE SUBSEQUENTLY COLLIDED WITH AN EMBANKMENT ABOUT 350 FEET PAST THE END OF THE RUNWAY. A WITNESS REPORTED THE AIRPLANE LANDED ABOUT HALFWAY DOWN THE RUNWAY. POST ACCIDENT EXAMINATION OF THE AIRPLANE DID NOT DISCLOSE EVIDENCE OF MECHANICAL MALFUNCTION.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S MISJUDGEMENT OF DISTANCE AND ALTITUDE THAT RESULTED IN AN LANDING OVERRUN AND COLLISION WITH AN EMBANKMENT. CONTRIBUTING WAS FAILURE TO INITIATE A GO AROUND AND INADEQUATE SUPERVISION.

Findings

Occurrence #1: OVERRUN

Phase of Operation: LANDING - ABORTED

Findings

1. (F) DISTANCE - MISJUDGED - DUAL STUDENT
2. (F) ALTITUDE - MISJUDGED - DUAL STUDENT
3. (C) GO-AROUND - DELAYED - DUAL STUDENT
4. (C) SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

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

Phase of Operation: LANDING - ABORTED

Findings

5. (F) TERRAIN CONDITION - RISING

Factual Information

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	43, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	11/18/1991
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	676 hours (Total, all aircraft), 183 hours (Total, this make and model), 550 hours (Pilot In Command, all aircraft), 26 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N20209
Model/Series:	172M 172M	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	1726097
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	07/24/1991, Annual	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:	59 Hours	Engines:	1 Reciprocating
Airframe Total Time:	5200 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-360-A4M
Registered Owner:	WINGS & NUTS FLYING CLUB	Rated Power:	180 hp
Operator:	WINGS & NUTS FLYING CLUB	Operating Certificate(s) Held:	None
Operator Does Business As:	FLYING CLUB	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	20 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	21° C / -18° C
Precipitation and Obscuration:			
Departure Point:	CHESTERFIELD, VA (W98)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1000 EDT	Type of Airspace:	Class G

Airport Information

Airport:	HILL TOP (W80)	Runway Surface Type:	Grass/turf
Airport Elevation:	254 ft	Runway Surface Condition:	Dry
Runway Used:	28	IFR Approach:	None
Runway Length/Width:	2100 ft / 120 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

Crew Injuries:	2 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Serious	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	ALBERT G REITAN	Report Date:	09/28/1993
Additional Participating Persons:	J. DOSTAL; RICHMOND, VA A.C. MCCLAIN; RICHMOND, 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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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