



National Transportation Safety Board Aviation Accident Data Summary

Location:	AMELIA, VA	Accident Number:	BFO92LA053
Date & Time:	05/01/1992, 1045 EDT	Registration:	N20209
Aircraft:	CESSNA 172M	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

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)
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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ABORTED

- Findings
5. (F) TERRAIN CONDITION - RISING

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	43
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Single-engine
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	Engines:	1 Reciprocating
Operator:	WINGS & NUTS FLYING CLUB	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	O-360-A4M
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Witness
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	5 knots / , 360°
Temperature:	21 °C	Visibility	20 Miles
Precipitation and Obscuration:			
Departure Point:	CHESTERFIELD, VA (W98)	Destination:	

Airport Information

Airport:	HILL TOP (W80)	Runway Surface Type:	Grass/turf
Runway Used:	28	Runway Surface Condition:	Dry
Runway Length/Width:	2100 ft / 120 ft		

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): ALBERT G REITAN

Adopted Date: 09/28/1993

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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