



National Transportation Safety Board Aviation Accident Final Report

Location:	CARTERSVILLE, GA	Accident Number:	ATL91LA037
Date & Time:	07/01/1991, 1930 EDT	Registration:	N96065
Aircraft:	BEECH T-34B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

DURING AN INSTRUCTIONAL FLIGHT FOR A COMMERCIAL CERTIFICATE THE CFI DEMONSTRATED A SIMULATED ENGINE OUT, SPIRAL APPROACH TO THE RUNWAY. THE DUAL STUDENT THEN PERFORMED A SIMILAR MANEUVER. ON SHORT FINAL THE STUDENT ALLOWED THE AIRPLANE TO STALL WHICH RESULTED IN A HARD LANDING SHORT OF THE RUNWAY.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE DUAL STUDENT ALLOWED THE AIRPLANE TO STALL BECAUSE OF IMPROPER USE OF THE THROTTLE, WHICH RESULTED IN A TOUCH DOWN SHORT OF THE PROPER POINT. A FACTOR IN THE ACCIDENT WAS THE INADEQUATE SUPERVISION BY THE FLIGHT INSTRUCTOR.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) STALL - INADVERTENT - DUAL STUDENT
2. (C) PROPER TOUCHDOWN POINT - NOT ATTAINED - DUAL STUDENT
3. (C) THROTTLE/POWER CONTROL - IMPROPER USE OF - DUAL STUDENT
4. (F) SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #2: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Factual Information

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	40, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Rear
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:	03/08/1991
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	546 hours (Total, all aircraft), 42 hours (Total, this make and model), 365 hours (Pilot In Command, all aircraft), 46 hours (Last 90 days, all aircraft), 21 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N96065
Model/Series:	T-34B T-34B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Utility	Serial Number:	140712
Landing Gear Type:	Retractable - Tricycle	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2985 lbs
Time Since Last Inspection:	0 Hours	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-470-4
Registered Owner:	U. S. NAVY	Rated Power:	225 hp
Operator:	ATLANTA NAVY FLYING CLUB	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MGE, 1068 ft msl	Distance from Accident Site:	15 Nautical Miles
Observation Time:	1930 EDT	Direction from Accident Site:	120°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	6 Miles
Lowest Ceiling:	Broken / 3500 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	32° C / 13° C
Precipitation and Obscuration:			
Departure Point:	MARIETTA, GA (NCQ)	Type of Flight Plan Filed:	VFR
Destination:		Type of Clearance:	None
Departure Time:	1900 EDT	Type of Airspace:	

Airport Information

Airport:	CARTERSVILLE (6A0)	Runway Surface Type:	Asphalt
Airport Elevation:	753 ft	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	5000 ft / 100 ft	VFR Approach/Landing:	Traffic Pattern

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Preston E Hicks	Report Date:	03/10/1993
Additional Participating Persons:	JERRY BEAUVAIS; COLLEGE PARK, GA FRANK GARCIA; MARIETTA, GA		
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](#).