



National Transportation Safety Board Aviation Accident Final Report

Location:	ANCHORAGE, AK	Accident Number:	ANC92LA018
Date & Time:	12/01/1991, 1742 AST	Registration:	N704YP
Aircraft:	CESSNA 150	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

AFTER CROSSING THE RUNWAY THRESHOLD, WHILE PERFORMING A SIMULATED EMERGENCY LANDING, THE DUAL STUDENT STALLED THE AIRPLANE. THE AIRPLANE EXISTED THE LEFT SIDE OF THE RUNWAY AND CRASHED INTO A SNOWBANK. THE FLIGHT INSTRUCTOR STATED HE ATTEMPTED A GO-AROUND JUST BEFORE THE PLANE STRUCK THE SNOWBANK.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE CERTIFIED FLIGHT INSTRUCTOR'S (CFI) DELAY IN INITIATING THE GO AROUND. CONTRIBUTING TO THE ACCIDENT WAS THE SNOW BERM AND DARK NIGHT LIGHT CONDITION.

Findings

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

Findings

1. (C) GO-AROUND - DELAYED - PILOT IN COMMAND(CFI)

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: GO-AROUND (VFR)

Findings

2. (F) LIGHT CONDITION - DARK NIGHT
3. (F) TERRAIN CONDITION - SNOWBANK

Factual Information

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	25, Male
Airplane Rating(s):	Multi-engine Land; 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 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	08/27/1991
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	710 hours (Total, all aircraft), 334 hours (Total, this make and model), 662 hours (Pilot In Command, all aircraft), 216 hours (Last 90 days, all aircraft), 39 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N704YP
Model/Series:	150 150	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	15078981
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	10/06/1991, 100 Hour	Certified Max Gross Wt.:	1600 lbs
Time Since Last Inspection:	83 Hours	Engines:	1 Reciprocating
Airframe Total Time:	10085 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-200-A
Registered Owner:	AEROTECH FLIGHT SERVICE, INC.	Rated Power:	100 hp
Operator:	AEROTECH FLIGHT SERVICE, INC.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	MRI, 136 ft msl	Distance from Accident Site:	5 Nautical Miles
Observation Time:	1745 AST	Direction from Accident Site:	60°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	Broken / 2500 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	-7° C / -8° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	Traffic Advisory
Departure Time:	1645 AST	Type of Airspace:	Class D

Airport Information

Airport:	MERRILL (MRI)	Runway Surface Type:	Asphalt
Airport Elevation:	136 ft	Runway Surface Condition:	Snow--dry
Runway Used:	24	IFR Approach:	None
Runway Length/Width:	4001 ft / 100 ft	VFR Approach/Landing:	Full Stop

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):	James Michelangelo	Report Date:	03/31/1993
Additional Participating Persons:	NONE; ANCHORAGE, AK		
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](#).