



National Transportation Safety Board Aviation Accident Data Summary

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|--------------------------------|---|-------------------------|------------|
| Location: | ANCHORAGE, AK | Accident Number: | ANC92LA018 |
| Date & Time: | 12/01/1991, 1742 AST | Registration: | N704YP |
| Aircraft: | CESSNA 150 | 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

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

Pilot Information

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|----------------------------------|---|------------------------------|------------------------|
| Certificate: | Flight Instructor; Commercial | Age: | 25 |
| Airplane Rating(s): | Multi-engine Land; Single-engine Land | Instrument Rating(s): | Airplane |
| Other Aircraft Rating(s): | None | Instructor Rating(s): | Airplane Single-engine |
| 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 | Engines: | 1 Reciprocating |
| Operator: | AEROTECH FLIGHT SERVICE, INC. | Engine Manufacturer: | LYCOMING |
| Operating Certificate(s) Held: | None | Engine Model/Series: | O-200-A |
| Flight Conducted Under: | Part 91: General Aviation - Instructional | | |

Meteorological Information and Flight Plan

| | | | |
|---|----------------------|-------------------------------------|------------------------------|
| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Night/Dark |
| Observation Facility, Elevation: | MRI, 136 ft msl | Weather Information Source: | Weather Observation Facility |
| Lowest Ceiling: | Broken / 2500 ft agl | Wind Speed/Gusts, Direction: | 4 knots / , 240° |
| Temperature: | -7° C | Visibility | 15 Miles |
| Precipitation and Obscuration: | | | |
| Departure Point: | Destination: | | |

Airport Information

| | | | |
|-----------------------------|------------------|----------------------------------|-----------|
| Airport: | MERRILL (MRI) | Runway Surface Type: | Asphalt |
| Runway Used: | 24 | Runway Surface Condition: | Snow--dry |
| Runway Length/Width: | 4001 ft / 100 ft | | |

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): James Michelangelo Adopted Date: 03/31/1993

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/>.

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.