



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	SANFORD, FL	<b>Accident Number:</b>	MIA00LA036
<b>Date &amp; Time:</b>	12/01/1999, 1330 EST	<b>Registration:</b>	N46946
<b>Aircraft:</b>	Cessna 152	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None

**Flight Conducted Under:** Part 91: General Aviation - Instructional

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## Analysis

The CFI stated that the student pilot was flying the airplane and while on final approach to runway 09C, with a 10 knot wind from 020 degrees, the airplane drifted into the grass. The student was attempting to go-around when the airplane collided with a runway light.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The inadequate supervision of the student pilot by the pilot-in-command (CFI) for his failure to take the controls from the student and initiate a go-around earlier following the airplane drifting off the runway centerline.

## Findings

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Occurrence #1: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: GO-AROUND (VFR)

### Findings

1. PROPER ALIGNMENT - NOT MAINTAINED - DUAL STUDENT
2. (C) SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
3. OBJECT - RUNWAY LIGHT

## Factual Information

On December 1, 1999, about 1330 eastern standard time, a Cessna 152, N46946, registered to Comair Aviation Academy, Inc., experienced a loss of directional control on landing and collided with a runway light at Orlando Sanford Airport, Sanford, Florida. Visual meteorological conditions prevailed at the time and no flight plan was filed for the 14 CFR Part 91 instructional flight. The airplane was substantially damaged and the certified flight instructor (CFI) and student were not injured. The flight originated about 1200 from the Orlando Sanford Airport, Sanford, Florida.

The CFI stated that after takeoff, the flight proceeded northeast of the airport to practice maneuvers. The flight then returned to the departure airport where the student pilot performed a touch-and-go landing on runway 9L. Air traffic control then switched the airplane to runway 9C, and while on approach to the runway, the airplane, "...drifted into the grass on landing by crosswinds. Student pilot was making touch and go, during the go around the aircraft touched down to the right of 9C and struck runway edge light."

According to the 1353 local METAR weather observation at the Orlando Sanford Airport, in part the wind was from 020 degrees at 10 knots; there were no reported wind gusts.

## Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	29, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	02/10/1998
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	587 hours (Total, all aircraft), 207 hours (Total, this make and model), 538 hours (Pilot In Command, all aircraft), 240 hours (Last 90 days, all aircraft), 104 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N46946
Model/Series:	152 152	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Utility	Serial Number:	15283147
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	11/22/1999, 100 Hour	Certified Max Gross Wt.:	1670 lbs
Time Since Last Inspection:	56 Hours	Engines:	1 Reciprocating
Airframe Total Time:	12985 Hours	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-235-L2C
Registered Owner:	COMAIR AVIATION ACADEMY, INC.	Rated Power:	110 hp
Operator:	COMAIR AVIATION ACADEMY, INC.	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	SFB, 55 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1353 EST	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	20°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	15°C / 3°C
Precipitation and Obscuration:			
Departure Point:	(SFB)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1200 EST	Type of Airspace:	Class D

## Airport Information

Airport:	ORLANDO SANFORD (SFB)	Runway Surface Type:	Asphalt
Airport Elevation:	55 ft	Runway Surface Condition:	Dry
Runway Used:	9C	IFR Approach:	
Runway Length/Width:	3578 ft / 75 ft	VFR Approach/Landing:	Touch and Go; 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):	TIMOTHY W MONVILLE	Report Date:	07/26/2001
Additional Participating Persons:	JOHN M MURPHY; ORLANDO, FL		
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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.ntsbt.gov/pubdms/">http://dms.ntsbt.gov/pubdms/</a> .		

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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](#).