



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	WHITEVILLE, NC	<b>Accident Number:</b>	ATL90LA045
<b>Date &amp; Time:</b>	01/03/1990, 1500 EST	<b>Registration:</b>	N94187
<b>Aircraft:</b>	CESSNA 152	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None

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

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## Analysis

A STUDENT PILOT HAD COMPLETED HIS SOLO AIR WORK & WAS ATTEMPTING TO RETURN TO HIS HOME AIRFIELD. AFTER PROCEEDING ON THE HEADING FROM THE PRACTICE AREA TO THE AIRFIELD FOR ABOUT 10 MINUTES, HE BECAME CONCERNED, & HEADED IN THE OPPOSITE DIRECTION. HE RECOGNIZED HE WAS LOST. COMMUNICATIONS WERE ESTABLISHED WITH APPROACH CONTROL THROUGH ANOTHER AIRPLANE FROM THE SAME OPERATOR. A HEADING WAS PROVIDED TO HOME BASE. WHEN HE REPORTED OVER ANOTHER AIRPORT HE WAS INSTRUCTED TO LAND BY THE OPERATOR. DURING THE LANDING FLARE THE STUDENT LOST DIRECTIONAL CONTROL, ATTEMPTED A GO AROUND, OVER RAN THE RUNWAY, & HIT A CANAL.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE STUDENT PILOT'S FAILURE TO MAINTAIN SUFFICIENT AIRSPEED THROUGH THE LANDING FLARE TO AVOID A LOSS OF DIRECTIONAL CONTROL. CONTRIBUTING TO THE ACCIDENT WAS HIS FAILURE TO ANTICIPATE CONTROL INPUTS REQUIRED BY INCREASED THRUST DURING THE GO AROUND.

## Findings

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

### Findings

1. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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Occurrence #2: OVERRUN  
Phase of Operation: LANDING - ABORTED

## Factual Information

### Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	31, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	11/17/1989
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	21 hours (Total, all aircraft), 21 hours (Total, this make and model), 5 hours (Pilot In Command, all aircraft), 21 hours (Last 90 days, all aircraft), 21 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N94187
<b>Model/Series:</b>	152 152	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	15285617
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	12/26/1989, 100 Hour	<b>Certified Max Gross Wt.:</b>	1670 lbs
<b>Time Since Last Inspection:</b>	19 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	4172 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-235-N2C
<b>Registered Owner:</b>	N. AMER. INST. AVIATION OF SC	<b>Rated Power:</b>	108 hp
<b>Operator:</b>	N. AMER. INST. AVIATION OF SC	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MYB, 26 ft msl	Distance from Accident Site:	35 Nautical Miles
Observation Time:	1445 EST	Direction from Accident Site:	190°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	Broken / 6000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	110°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	16° C / 1° C
Precipitation and Obscuration:			
Departure Point:	CONWAY, SC (HYW)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1240 EST	Type of Airspace:	Class G

## Airport Information

Airport:		Runway Surface Type:	Asphalt
Airport Elevation:	90 ft	Runway Surface Condition:	Dry
Runway Used:	23	IFR Approach:	None
Runway Length/Width:	3700 ft / 75 ft	VFR Approach/Landing:	Traffic Pattern

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	PRESTON E HICKS	Report Date:	09/15/1992
Additional Participating Persons:	JOE MAUND; RALEIGH, NC		
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.nts.gov/pubdms/">http://dms.nts.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](#).