



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	AXTON, VA	<b>Accident Number:</b>	BF091LA016
<b>Date &amp; Time:</b>	12/02/1990, 1650 EST	<b>Registration:</b>	N55276
<b>Aircraft:</b>	CESSNA 172P	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

THE AIRPLANE STRUCK A 30 FOOT HIGH UNMARKED POWERLINE ABOUT 20 FEET SHORT OF THE RUNWAY OF A PRIVATE GRASS AIRSTRIP. THE AIRPLANE CAME TO REST INVERTED ON THE RUNWAY. THE INVESTIGATION DID NOT REVEAL EVIDENCE INDICATING THE PILOT HAD PREVIOUSLY LANDED AT THE AIRPORT. THE EXAMINATION OF THE AIRPLANE DID NOT REVEAL EVIDENCE OF MECHANICAL MALFUNCTION.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO MAINTAIN ADEQUATE CLEARANCE WITH AN OBSTACLE. CONTRIBUTING WAS AN UNMARKED POWERLINE AND THE PILOT'S LACK OF FAMILIARITY WITH THE GEOGRAPHICAL AREA.

## Findings

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Occurrence #1: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: APPROACH

### Findings

1. (F) OBJECT - WIRE, TRANSMISSION
2. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
3. (F) LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	61, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	12/08/1988
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	375 hours (Total, all aircraft), 205 hours (Total, this make and model), 273 hours (Pilot In Command, all aircraft), 12 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N55276
<b>Model/Series:</b>	172P 172P	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	17275149
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	06/27/1990, Annual	<b>Certified Max Gross Wt.:</b>	2400 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-320-D2J
<b>Registered Owner:</b>	FRANK J. STILL	<b>Rated Power:</b>	160 hp
<b>Operator:</b>	FRANK J. STILL	<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:	DAN, 572 ft msl	Distance from Accident Site:	24 Nautical Miles
Observation Time:	1645 EST	Direction from Accident Site:	115°
Lowest Cloud Condition:	Scattered / 4000 ft agl	Visibility	15 Miles
Lowest Ceiling:	Broken / 8000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	30°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	15° C / 10° C
Precipitation and Obscuration:			
Departure Point:	MARTINSVILLE, VA (6VA2)	Type of Flight Plan Filed:	None
Destination:	(1)	Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class G

## Airport Information

Airport:	DAVIS	Runway Surface Type:	Grass/turf
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	2500 ft / 100 ft	VFR Approach/Landing:	Full Stop

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	Dennis L Jones	Report Date:	10/26/1992
Additional Participating Persons:	GEORGE BUSH; RICHMOND, VA JOHN WAGER; RICHMOND, VA ANDY HALL; WICHITA, KS JAMES BROWN; WILLIAMSPORT, PA		
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:pubinquiry@ntsb.gov">pubinquiry@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](#).