



National Transportation Safety Board Aviation Accident Final Report

Location:	BUNN, NC	Accident Number:	ATL87LA156
Date & Time:	06/01/1987, 2100 EDT	Registration:	N46411
Aircraft:	CESSNA C-152	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Ferry

Analysis

THE AIRPLANE NOSED OVER DURING A PRECAUTIONARY LDG IN A SOFT, DIRT FIELD. THE PLT AND A MECHANIC HAD BEEN FERRYING THE AIRPLANE BACK TO ITS BASE AFTER REPLACING THE STARTER AND BATTERY SOLENOIDS, AND THE BATTERY. THE PRE-FLT RUN-UP HAD REVEALED NO PROBLEMS AND THE AMMETER HAD INDICATED A 'FULL CHARGE'. ACCORDING TO THE PLT. ABOUT 30 MINUTES AFTER DEPARTURE, THE INTERIOR LIGHTING BEGAN TO DIM AND THE AIRPLANE ELECTRICAL SYSTEM FAILED. THE PLT WAS SUBSEQUENTLY UNABLE TO LOCATE THE DESTINATION AIRPORT OR AN ALTERNATE; HE THEN BECAME CONCERNED ABOUT RUNNING OUT OF FUEL AND ELECTED TO MAKE THE PRECAUTIONARY LDG. POST-ACCIDENT EXAMINATION OF THE AIRPLANE ELECTRICAL SYSTEM BY THE FAA REVEALED THAT THE ALTERNATOR HAD FAILED INTERNALLY AND THAT THE BATTERY WAS COMPLETELY DISCHARGED. THE INSPECTOR ALSO OBSERVED THAT THE ALTERNATOR 60 AMP CIRCUIT BREAKER WAS 'POPPED'. THE PLT REPORTED HAVING APPROX 5 HRS TOTAL NIGHT FLT EXPERIENCE, APPROX 1 OF WHICH WAS OBTAINED IN THE LAST 90 DAYS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: CRUISE - NORMAL

Findings

1. (C) ELECTRICAL SYSTEM,ALTERNATOR - FAILURE,TOTAL
 2. ELECTRICAL SYSTEM,BATTERY - DISABLED
 3. ELECTRICAL SYSTEM - INOPERATIVE
 4. INSTRUMENT LIGHT(S) - INOPERATIVE
-

Occurrence #2: NOSE GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Findings

5. (F) PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
 6. (F) WEATHER CONDITION - HAZE/SMOKE
 7. (F) LIGHT CONDITION - NIGHT
 8. (C) LANDING GEAR,NOSE GEAR - OVERLOAD
 9. (F) BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
 10. (C) PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND
 11. (F) TERRAIN CONDITION - SOFT
-

Occurrence #3: NOSE OVER
Phase of Operation: LANDING - ROLL

Findings

12. (F) TERRAIN CONDITION - ROUGH/UNEVEN

Factual Information

Pilot Information

Certificate:	Private	Age:	23, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	09/03/1985
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	124 hours (Total, all aircraft), 85 hours (Total, this make and model), 70 hours (Pilot In Command, all aircraft), 27 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N46411
Model/Series:	C-152 C-152	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Utility	Serial Number:	15283044
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	08/02/1986, 100 Hour	Certified Max Gross Wt.:	1670 lbs
Time Since Last Inspection:	100 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2005 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	O-235-L2C
Registered Owner:	D & H AVIATION	Rated Power:	110 hp
Operator:	D & H AVIATION	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 12000 ft agl	Visibility	7 Miles
Lowest Ceiling:	Broken / 25000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	260°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	26° C / 20° C
Precipitation and Obscuration:			
Departure Point:	SOUTHERN PINES, NC (SOP)	Type of Flight Plan Filed:	None
Destination:	KNIGHTDALE, NC (W17)	Type of Clearance:	None
Departure Time:	2000 EDT	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	SCOTT STRICKLAND	Report Date:	11/08/1988
Additional Participating Persons:	CHARLES W HOLLY; MORRISVILLE, 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 pubinquiry@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](#).