



National Transportation Safety Board Aviation Accident Data Summary

Location:	BUNN, NC	Accident Number:	ATL87LA156
Date & Time:	06/01/1987, 2100 EDT	Registration:	N46411
Aircraft:	CESSNA C-152	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

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

Pilot Information

Certificate:	Private	Age:	23
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
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	Engines:	1 Reciprocating
Operator:	D & H AVIATION	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	O-235-L2C
Flight Conducted Under:	Part 91: General Aviation - Ferry		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Pilot
Lowest Ceiling:	Broken / 25000 ft agl	Wind Speed/Gusts, Direction:	12 knots / , 260°
Temperature:	26° C	Visibility	7 Miles
Precipitation and Obscuration:			
Departure Point:	SOUTHERN PINES, NC (SOP)	Destination:	KNIGHTDALE, NC (W17)

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): SCOTT STRICKLAND Adopted Date: 11/08/1988

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/>.

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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.