



National Transportation Safety Board Aviation Accident Final Report

Location:	WHITEMARSH, MD	Accident Number:	BFO87FA050
Date & Time:	08/02/1987, 1725 EDT	Registration:	N54905
Aircraft:	CESSNA 172P	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PILOT STATED THAT HE TOUCHED DOWN NEAR THE END OF THE 2200 FOOT RUNWAY. HOWEVER, WITNESSES SAID HE LANDED SO FAR DOWN THE RUNWAY THAT THEY DID NOT BELIEVE HE COULD STOP ON THE RUNWAY. THE PILOT DELAYED HIS GO AROUND ATTEMPT TO THE POINT WHERE IT WAS NOT POSSIBLE TO ACCELERATE TO A SAFE FLYING SPEED BEFORE LIFTOFF. A LOSS OF CONTROL OCCURED AFTER THE AIRCRAFT COLLIDED WITH THE STATIC LINE ABOVE HIGH TENSION LINES WHILE THE PILOT WAS ATTEMPTING TO GAIN AIRSPEED WITH THE STALL WARNING HORN SOUNDING.

Probable Cause and Findings

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

Findings

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

Findings

1. (F) OBJECT - WIRE,STATIC
2. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. (C) GO-AROUND - DELAYED - PILOT IN COMMAND
4. (C) AIRSPEED - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: GO-AROUND (VFR)

Factual Information

Pilot Information

Certificate:	Private	Age:	49, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	01/21/1986
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	250 hours (Total, all aircraft), 241 hours (Total, this make and model), 200 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N54905
Model/Series:	172P 172P	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	17275076
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	12/18/1986, Annual	Certified Max Gross Wt.:	2400 lbs
Time Since Last Inspection:	75 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1675 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-320-D2J
Registered Owner:	RUSSELL W CHILDS	Rated Power:	160 hp
Operator:	RUSSELL W. CHILDS	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	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:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	28 inches Hg	Temperature/Dew Point:	35° C
Precipitation and Obscuration:			
Departure Point:	ST. MICHAELS, MD (MD64)	Type of Flight Plan Filed:	None
Destination:	WHITEMARSH, MD (1W2)	Type of Clearance:	None
Departure Time:	1645 EDT	Type of Airspace:	Class D

Airport Information

Airport:	BALTIMORE AIRPARK (1W2)	Runway Surface Type:	Asphalt
Airport Elevation:	220 ft	Runway Surface Condition:	Dry
Runway Used:	9	IFR Approach:	None
Runway Length/Width:	2200 ft / 50 ft	VFR Approach/Landing:	Go Around; Traffic Pattern

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	ALFRED W DICKINSON	Report Date:	02/24/1989
Additional Participating Persons:	JOHN MICHELLI; BALTIMORE, MD		
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 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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).