



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	HILTON HEAD, SC	<b>Accident Number:</b>	ATL88LA001
<b>Date &amp; Time:</b>	10/03/1987, 1250 EDT	<b>Registration:</b>	N66090
<b>Aircraft:</b>	CESSNA 172P	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

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## Analysis

THE STUDENT PLT WAS PERFORMING A CROSSWIND LANDING WHICH RESULTED IN A HARD LANDING. THE ACFT DRIFTED TO THE SIDE OF THE RWY AND ONE WHEEL WAS OFF THE PAVED SURFACE UPON THE NEXT TOUCHDOWN. THE STUDENT PLT ATTEMPTED TO HOLD THE ACFT STRAIGHT IN THE DIRECTION IT WAS GOING. THE NOSE WHEEL DROPPED IN A SHALLOW DITCH AND THE ACFT NOSED OVER.

## Probable Cause

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

## Findings

Occurrence #1: HARD LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

1. (C) FLARE - MISJUDGED - PILOT IN COMMAND
2. (F) WEATHER CONDITION - GUSTS
3. (F) WEATHER CONDITION - CROSSWIND
4. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

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Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: LANDING - ROLL

### Findings

5. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

### Findings

6. TERRAIN CONDITION - DITCH

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Occurrence #4: NOSE OVER

Phase of Operation: LANDING - ROLL

## Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	
<b>Airplane Rating(s):</b>	None	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	33 hours (Total, all aircraft), 33 hours (Total, this make and model), 3 hours (Pilot In Command, all aircraft), 33 hours (Last 90 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N66090
<b>Model/Series:</b>	172P 172P	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	LOW COUNTRY AIR SERVICE, INC.	<b>Engine Manufacturer:</b>	LYCOMING
<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)	<b>Engine Model/Series:</b>	O-320D2J
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	SAV, 51 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	14 knots / 20 knots, 300°
<b>Temperature:</b>	26 °C	<b>Visibility</b>	20 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	NO.MYRTLE BCH, SC (GRE)	<b>Destination:</b>	

## Airport Information

<b>Airport:</b>	HILTON HEAD (49J)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	21	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	4300 ft / 75 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

Investigator In Charge (IIC): CHARLES T FOUTS

Adopted Date: 12/27/1988

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](mailto: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 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.