



National Transportation Safety Board Aviation Accident Final Report

Location:	BUXTON, ME	Accident Number:	NYC87LA003
Date & Time:	10/02/1986, 1100 EDT	Registration:	N94457
Aircraft:	CESSNA 150	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

THE PILOT WAS MAKING A SHORT FIELD LANDING AT A PRIVATE AIRSTRIP WHICH WAS GRASS COVERED AND WET. THE PILOT CAME IN TOO HIGH AND LONG AND ONCE ON THE GROUND, SKIDDED TO A STOP BETWEEN TWO TREES.

Probable Cause and Findings

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

Findings

Occurrence #1: OVERRUN
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. TERRAIN CONDITION - WET
 2. (C) AIRSPEED - EXCESSIVE - PILOT IN COMMAND(CFI)
 3. (C) DIRECTIONAL CONTROL - NOT ATTAINED - PILOT IN COMMAND(CFI)
 4. (C) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND(CFI)
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Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

5. OBJECT - TREE(S)

Factual Information

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	26, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	08/22/1986
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	577 hours (Total, all aircraft), 132 hours (Total, this make and model), 414 hours (Pilot In Command, all aircraft), 119 hours (Last 90 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N94457
Model/Series:	150 150	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Utility	Serial Number:	15285679
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	12/01/1985, Annual	Certified Max Gross Wt.:	1670 lbs
Time Since Last Inspection:	34 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1012 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-235-N2C
Registered Owner:	SCOTT P. ORR	Rated Power:	108 hp
Operator:	SCOTT P. ORR	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:	Unknown / 0 ft agl	Visibility	0 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	LIMINGTON, ME	Type of Flight Plan Filed:	None
Destination:	PORTLAND, ME	Type of Clearance:	None
Departure Time:	1045 EDT	Type of Airspace:	Class G

Airport Information

Airport:	PRIVATE STRIP	Runway Surface Type:	Grass/turf
Airport Elevation:		Runway Surface Condition:	Wet
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	1000 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	VINCENT D MARCANTELLI	Report Date:	04/25/1988
Additional Participating Persons:			
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/ .		

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](#).