



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	DAYTON, OH	<b>Accident Number:</b>	CHI83LA286
<b>Date &amp; Time:</b>	07/01/1983, 2330 EDT	<b>Registration:</b>	N4929V
<b>Aircraft:</b>	CESSNA 172RG	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

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## Analysis

THE ACFT COLLIDED WITH EQUIPMENT WHEN LANDING ON A CLOSED RWY AT NIGHT. THE PLT OF N4929V CALLED DAYTON APPROACH REGARDING LANDING AT DAYTON GENERAL BUT DID NOT RECEIVE INFO THAT THE FLD WAS CLOSED. ANOTHER ACFT CALLED ATC AT ABOUT THIS TIME, WITHOUT IDENTIFYING ITSELF AND OBTAINED THE INFO THAT DAYTON GENERAL WAS CLOSED. THIS ACFT INFORMED ATC THAT HE WAS GOING TO MIDDLETOWN. ATC, UNDER THE IMPRESSION THE TRANSMISSION WAS FROM N4929V TRYED TO VERIFY THE CALL WITH N4929V BUT THERE WAS NO RESPONSE FROM THE ACFT.

## Probable Cause and Findings

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

### Findings

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Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: LANDING - ROLL

#### Findings

1. (F) OBJECT
2. (C) PROCEDURES/DIRECTIVES - INADEQUATE - PILOT IN COMMAND
3. (F) LIGHT CONDITION - DARK NIGHT
4. (C) NOTAMS - NOT OBTAINED - PILOT IN COMMAND
5. (C) ARTCC SERVICE - INADEQUATE - ATC PERSONNEL(ARTCC)
6. (C) AIRPORT OPERATIONS - INADEQUATE - AIRPORT PERSONNEL

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Unknown Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	11/23/1982
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	981 hours (Total, all aircraft), 293 hours (Total, this make and model), 58 hours (Last 90 days, all aircraft), 10 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N4929V
<b>Model/Series:</b>	172RG 172RG	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	28279-36A
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	08/02/1982, Annual	<b>Certified Max Gross Wt.:</b>	2650 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	734 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-360-F1A6
<b>Registered Owner:</b>	JAMES W. ALBRECHT	<b>Rated Power:</b>	180 hp
<b>Operator:</b>	JAMES W. ALBRECHT	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	DAY, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	2350 EDT	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	5 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	27° C / 21° C
Precipitation and Obscuration:			
Departure Point:	KNOXVILLE, TN (TYS)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	None
Departure Time:	2000 EDT	Type of Airspace:	Class G

## Airport Information

Airport:	DAYTON GENERAL (MGY)	Runway Surface Type:	Asphalt
Airport Elevation:	961 ft	Runway Surface Condition:	Dry
Runway Used:	20	IFR Approach:	Visual
Runway Length/Width:	5000 ft / 100 ft	VFR Approach/Landing:	Straight-in

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	CARL E DINWIDDIE	Report Date:	
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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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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](#).