



National Transportation Safety Board Aviation Accident Final Report

Location:	GLENVILLE, WV	Accident Number:	ATL83LA006
Date & Time:	10/01/1983, 1500 EDT	Registration:	N2857S
Aircraft:	CESSNA 150G	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

GROUND FOG STARTED DEVELOPING AS THE FLT APPROACHED ITS DESTINATION. DURING THE VOR-B APPROACH TO RWY 16 THE PLT SPOTTED THE RWY LIGHTS ABOUT A MILE OUT & SET UP ON LEFT BASE TO THE RWY. THE PLT TURNED FINAL BUT DRIFTED LEFT OF BASE. THE PLT STATED THAT DUE TO THE GROUND FOG THE RWY LIGHTS & VASI BLURRED ALL VISION. THE ACFT WAS TOO FAR LEFT OF CENTERLINE & STALLED ONTO THE RWY DURING THE MANEUVER.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: CIRCLING (IFR)

Findings

1. (F) WEATHER CONDITION - FOG

Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: CIRCLING (IFR)

Findings

2. (F) LIGHT CONDITION - DARK NIGHT
3. (C) PROPER ALIGNMENT - MISJUDGED - PILOT IN COMMAND
4. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: CIRCLING (IFR)

Occurrence #4: NOSE GEAR COLLAPSED
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

5. LANDING GEAR,NOSE GEAR - FAILURE,TOTAL
6. LANDING GEAR,NOSE GEAR - OVERLOAD

Factual Information

Pilot Information

Certificate:	Student	Age:	44, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	04/04/1983
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	61 hours (Total, all aircraft), 36 hours (Total, this make and model), 29 hours (Pilot In Command, all aircraft), 29 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N2857S
Model/Series:	150G 150G	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	15066757
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	09/09/1983, Annual	Certified Max Gross Wt.:	1600 lbs
Time Since Last Inspection:	16 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3357 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	O-200-A
Registered Owner:	JOHN A. KROLL	Rated Power:	100 hp
Operator:	JOHN A. KROLL	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	CKB, 1203 ft msl	Distance from Accident Site:	40 Nautical Miles
Observation Time:	1500 EDT	Direction from Accident Site:	240°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	0 Miles
Lowest Ceiling:	Broken / 3000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	20° C / 12° C
Precipitation and Obscuration:			
Departure Point:	STONE KING ARPT, WV	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class G

Airport Information

Airport:	PRIVATE	Runway Surface Type:	Dirt
Airport Elevation:	1000 ft	Runway Surface Condition:	Soft
Runway Used:	22	IFR Approach:	None
Runway Length/Width:	1650 ft / 90 ft	VFR Approach/Landing:	Full Stop

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):	PRESTON E HICKS	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 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](#).