



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	GLENVILLE, WV	<b>Accident Number:</b>	ATL83LA006
<b>Date &amp; Time:</b>	10/01/1983, 1500 EDT	<b>Registration:</b>	N2857S
<b>Aircraft:</b>	CESSNA 150G	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	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

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

## Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	44
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>		<b>Instructor Rating(s):</b>	
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N2857S
<b>Model/Series:</b>	150G 150G	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	JOHN A. KROLL	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-200-A
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	CKB, 1203 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Broken / 3000 ft agl	<b>Wind Speed/Gusts, Direction:</b>	9 knots / , 90°
<b>Temperature:</b>	20° C	<b>Visibility</b>	0 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	STONE KING ARPT, WV	<b>Destination:</b>	

## Airport Information

<b>Airport:</b>	PRIVATE	<b>Runway Surface Type:</b>	Dirt
<b>Runway Used:</b>	22	<b>Runway Surface Condition:</b>	Soft
<b>Runway Length/Width:</b>	1650 ft / 90 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<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): PRESTON E HICKS

Adopted 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](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 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.