



National Transportation Safety Board Aviation Accident Factual Report

Location:	Covington, GA	Accident Number:	MIA01LA207
Date & Time:	08/02/2001, 1520 EDT	Registration:	N3467E
Aircraft:	Cessna 172N	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor

Flight Conducted Under: Part 91: General Aviation - Instructional

On August 2, 2001, about 1520 eastern daylight time, a Cessna 172N, N3467E, registered to Aviation Atlanta, Inc, collided with trees during an aborted landing at Covington Municipal Airport, Covington, Georgia, while on a 14 CFR Part 91 instructional flight. Visual meteorological conditions prevailed at the time and no flight plan was filed. The airplane received substantial damage and the commercial-rated flight instructor and private-rated dual student received minor injuries. The flight originated from Atlanta, Georgia, the same day, about 1417.

The flight instructor stated that after takeoff, they performed several commercial maneuvers and then diverted to Covington Municipal Airport to perform landings. They performed two full-stop landings. They took off on runway 10, and while turning crosswind, she applied carburetor heat and reduced engine power to idle. She then instructed the dual student to land on runway 28. When they aligned with the runway it appeared they were slightly high on the glide path to land in the first one third of the runway. She instructed the dual student to slow slightly to increase the rate of descent. After touchdown, they both applied the brakes and it appeared they would not stop before reaching the end of the runway, and the tires were skidding. The instructor took control of the airplane and began a short field takeoff. She believes that when they realized they might contact the trees at the departure end of the runway, the dual student may have fully deflected the control wheel to the left. They contacted the trees in a descending left bank and came to rest in the trees. The instructor stated they had no mechanical difficulties with the airplane.

The dual student stated that while on final approach for the simulated engine out landing, they were above the desired approach path and at 75 knots airspeed. The instructor directed her to pitch up to reduce the airspeed in order to increase the sink rate. The airplane gained altitude, slowed down, and then started to descend, while moving further down the runway. It was clear to her that they were very far down the runway, a distance that had eliminated the possibility of a go-around. They were very close to landing, if not already landed. It was clear that they would be able to land safely and finish the roll out in the grass. At this point, the instructor took control of the airplane and initiated a go-around. She told the instructor to just go into the grass. The instructor continued the takeoff attempt. The stall warning horn was sounding during the climbout due to the low airspeed and the pitch up trim condition. She began to

release the pitch up trim. She then put her hands back on the control wheel to help pull up. They then contacted the trees.

The NTSB examined the airplane after recovery. The carburetor heat was found on. The airframe fuel lines were unobstructed. A fuel supply was connected to the engine, which was still mounted on the airplane, and the engine was started and operated to full power with no evidence of failure or malfunction. The engine magneto drop was about 50 rpm for each magneto. Maximum rpm obtained during the test run was 2,000 rpm. When carburetor heat was applied at full power, the engine dropped to 1,900 rpm. The normal static full power for the engine is about 2,200 rpm. The low full power rpm obtained during the test run was attributed to the fact that the engine test run was performed with the accident propeller, which had received bending damage during the accident.

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	34, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	12/27/2000
Occupational Pilot:		Last Flight Review or Equivalent:	05/16/2001
Flight Time:	704 hours (Total, all aircraft), 448 hours (Total, this make and model), 502 hours (Pilot In Command, all aircraft), 195 hours (Last 90 days, all aircraft), 70 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Student Pilot Information

Certificate:	Private	Age:	27, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	07/15/2001
Occupational Pilot:		Last Flight Review or Equivalent:	05/23/2001
Flight Time:	195 hours (Total, all aircraft), 187 hours (Total, this make and model), 120 hours (Pilot In Command, all aircraft), 50 hours (Last 90 days, all aircraft), 18 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N3467E
Model/Series:	172N	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal; Utility	Serial Number:	17271558
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	06/27/2001, 100 Hour	Certified Max Gross Wt.:	2400 lbs
Time Since Last Inspection:	55 Hours	Engines:	1 Reciprocating
Airframe Total Time:	8203 Hours at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-320-H2AD
Registered Owner:	Aviation Atlanta, Inc.	Rated Power:	160 hp
Operator:	Aviation Atlanta, Inc.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	PDK, 1002 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	1553 EDT	Direction from Accident Site:	300°
Lowest Cloud Condition:	Scattered / 4500 ft agl	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	100°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.25 inches Hg	Temperature/Dew Point:	28° C / 18° C
Precipitation and Obscuration:			
Departure Point:	Atlanta, GA (PDK)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1417 EDT	Type of Airspace:	Class G

Airport Information

Airport:	Covington Municipal (9A1)	Runway Surface Type:	Asphalt
Airport Elevation:	795 ft	Runway Surface Condition:	Dry
Runway Used:	28	IFR Approach:	None
Runway Length/Width:	4203 ft / 75 ft	VFR Approach/Landing:	Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	2 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	33.632500, -83.849444

Administrative Information

Investigator In Charge (IIC):	Jeffrey L Kennedy
Additional Participating Persons:	Glenn Thompson; FAA FSDO; Atlanta, GA
Investigation Docket:	NTSB accident and incident docket 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/ .